MANUFACTURERS' RECORD

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IN THIS NUMBER

The Policy of the United States

TOWARD THE

Nicaragua Canal, Hawaii, Cuba and the Philippines,

IS DISCUSSED BY

Prominent Manufacturers, Bankers, Capitalists and others.

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Baltimore, June 17, 1898.

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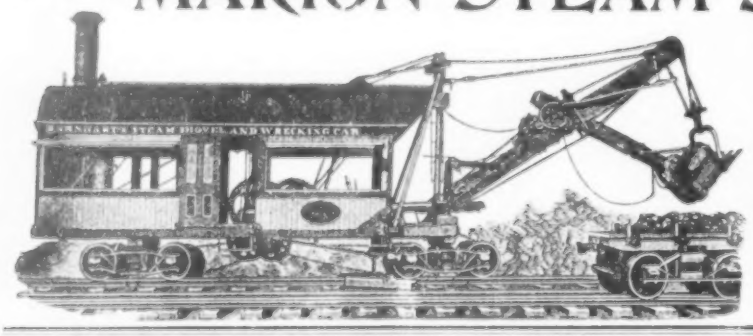

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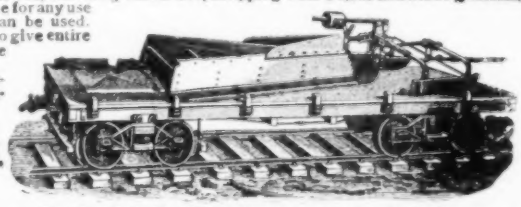

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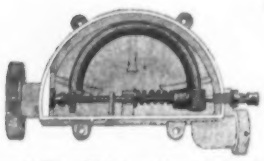

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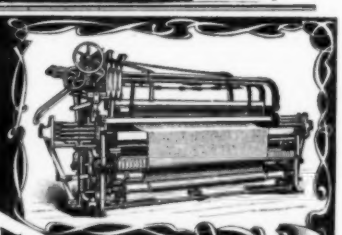

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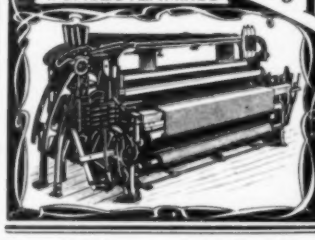

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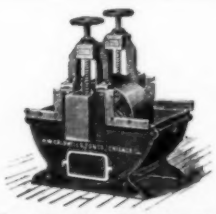

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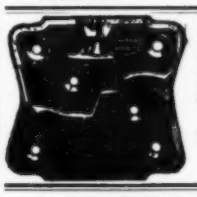

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Aetna Stand. Iron & Steel Co., Bridgeport, O.
Apollo Iron & Steel Co., Pittsburg, Pa.
Chester Steel Castings Co., Phila., Pa.
Chrome Steel Works, Brooklyn, N. Y.

Steel. (Safe and Vault.)
Chrome Steel Works, Brooklyn, N. Y.

Stokers. (Mechanical.)
American Stoker Co., New York, N. Y.
Westinghouse Machine Co., Pittsburg, Pa.
The Playford Stoker Co., Cleveland, O.
Wilkinson Mfg. Co., Philadelphia, Pa.

Stoppers and Nozzles. (For Furnaces.)
R. B. Seidel, Philadelphia, Pa.

Stoves.
Broomell, Schmidt & Co., Ltd., York, Pa.

Stoves. (Gasoline.)
Schneider & Trenkamp Co., Cleveland, O.

Studs, Nuts.
Franklin S. Miles, Philadelphia, Pa.

Switch Boards, Switches, etc.
Stanley Electric Mfg. Co., Pittsfield, Mass.
Westinghouse Elec. & Mfg. Co., Pittsburg, Pa.

Tanks. (Iron and Steel.)
Aerostatic Power Co., Baltimore, Md.
Janney & Steinmetz, Philadelphia, Pa.
The Klechler Mfg. Co., Cincinnati, O.
The Means & Fulton Iron Works, Birmingham, Ala.
York Mfg. Co., York, Pa.
Broomell, Schmidt & Co., Ltd., York, Pa.
Alabama Bridge & Boil. Co., Birmingham, Ala.
Hartley's Boiler Works, Montgomery, Ala.
Lombard Iron Wks. & Sup. Co., Augusta, Ga.
Pittsburg Locomotive Wks., Pittsburg, Pa.
Birmingham Boiler Wks., Birmingham, Ala.
Tudor Boiler Mfg. Co., Cincinnati, O.
Valk & Murdoch Iron Wks., Charleston, S.C.

Tanks. (Wood.)
G. M. Davis & Son, Palatka, Fla.
H. F. Lewis & Co., Ltd., New Orleans, La.

Tarred Goods.
C. S. Garrett & Son, Philadelphia, Pa.

Telephones.
The Rawson Electric Co., Elyria, O.

Terne Plate.
Aetna Stand. Iron & Steel Co., Bridgeport, O.
C. M. Gilbert & Co., Savannah, Ga.

Terra Cotta.
Pomona Terra Cotta Co., Pomona, N. C.
V. H. Kriegshaber, Atlanta, Ga.

Textile Machinery. [See Cotton Mill Machinery.]
Fairmount Machine Co., Philadelphia, Pa.
J. A. Gowdey & Son, Providence, R. I.
Crompton & Knowles Loom Works, Worcester, Mass.
Curtis & Marble Mch. Co., Worcester, Mass.
Lowell Machine Shop, Lowell, Mass.
American Supply Co., Providence, R. I.
Draper Co., Hopedale, Mass.
Whitinsville Spin. Ring Co., Whitins'e, Mass.
Mason Machine Works, Taunton, Mass.
Charlotte Machine Co., Charlotte, N. C.
Kilburn, Lincoln & Co., Fall River, Mass.
Providence Machine Co., Providence, R. I.
Easton & Burnham Mch. Co., Pawtucket, R.I.

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Aetna Stand. Iron & Steel Co., Bridgeport, O.

Tobacco Machinery.
Cardwell Machine Co., Richmond, Va.
Buckeye Iron and Brass Works, Dayton, O.

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The Tampograph Co., Wilmington, Del.
Morse Twist Drill & Mch. Co., New Bedford, Mass.
Hammacher, Schlemmer & Co., New York.
Fifield Tool Co., Lowell, Mass.
Chas. H. Besly & Co., Chicago, Ill.
Henry B. Pancoast & Co., Philadelphia, Pa.

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Toledo Machine & Tool Works, Toledo, O.
E. W. Bliss Co., 137 Plymouth street, Brooklyn, N. Y.

Tools. (Tinners.)
Niagara Machine & Tool Wks., Buffalo, N. Y.

Torch. (Contractors.)
Wells Light Mfg. Co., New York, N. Y.

Towns.
Charleston, S. C.

Tramway. (Overhead.)
Cohoes Iron Fdry. & Mch. Co., Cohoes, N. Y.
Coburn Trolley Track Mfg. Co., Holyoke, Mass.

Trust Companies. [See Bankers and Brokers'

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Tubing.
The Ludlow-Saylor Wire Co., St. Louis, Mo.
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Frontier Iron Works, Detroit, Mich.
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The Lunkenheimer Co., Cincinnati, O.
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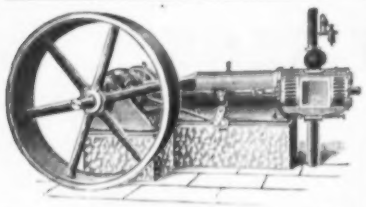

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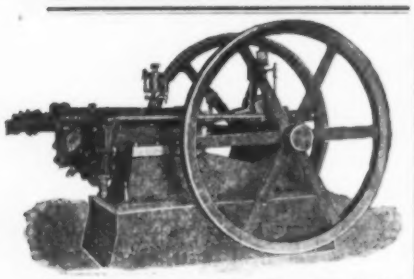

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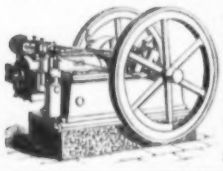

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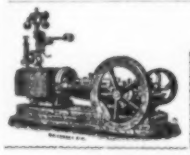

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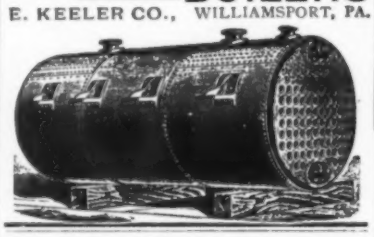

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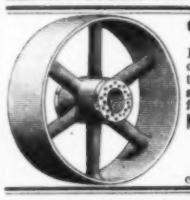

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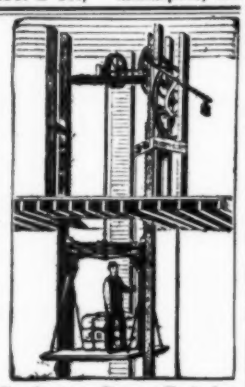

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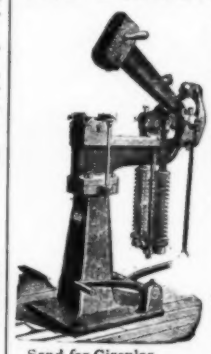

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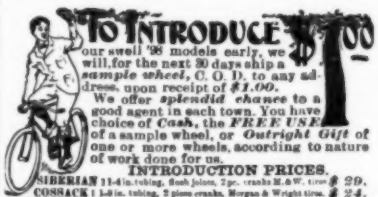

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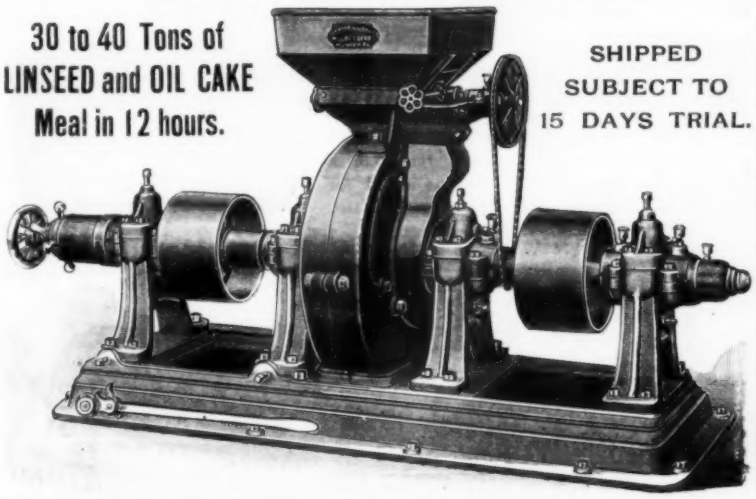

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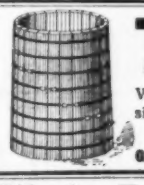

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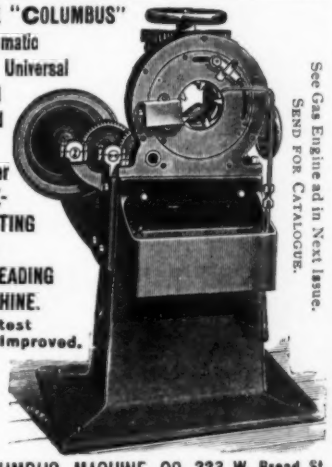

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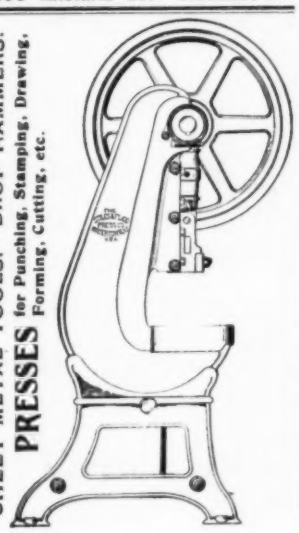

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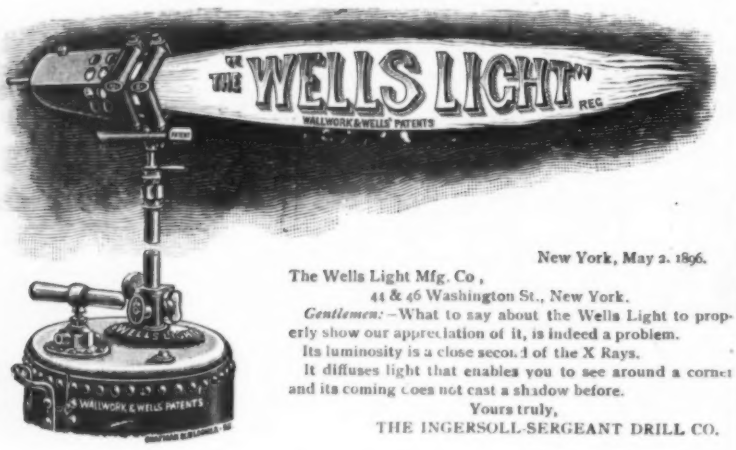

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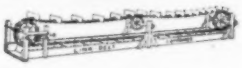

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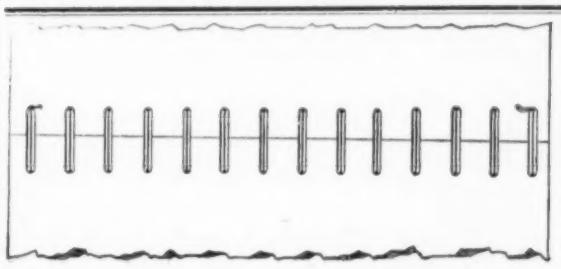

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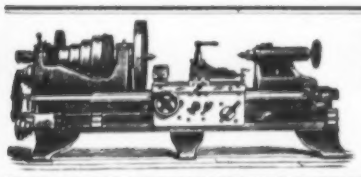

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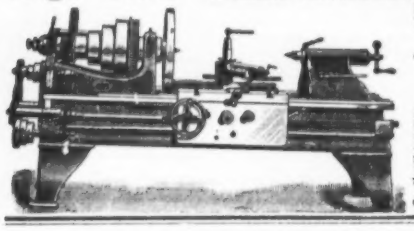

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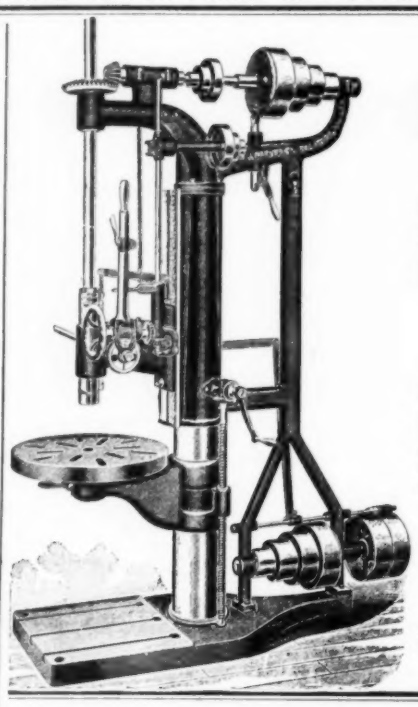

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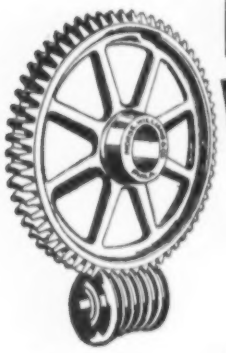

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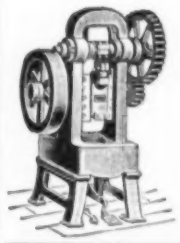

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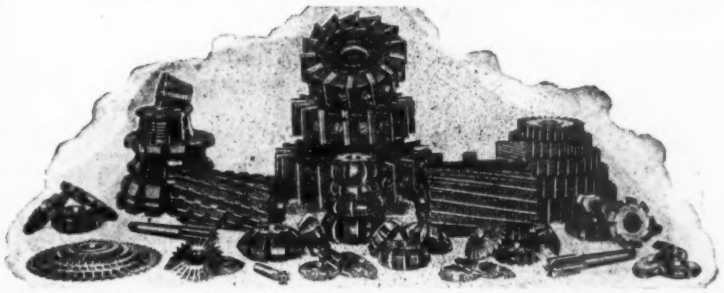

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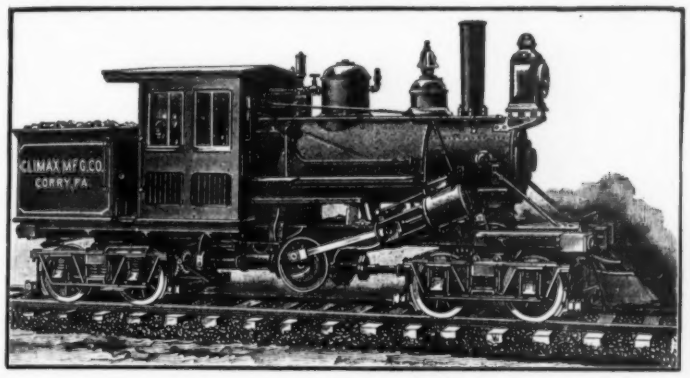

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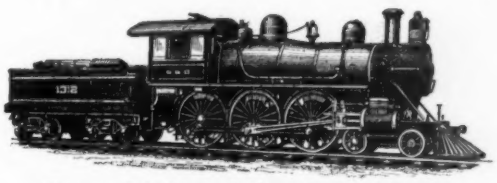

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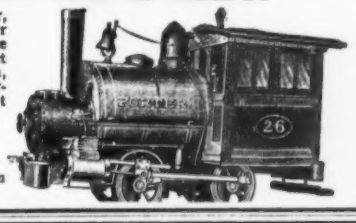

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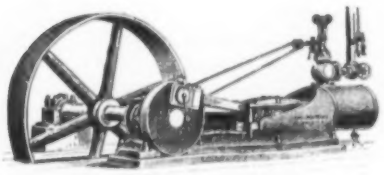

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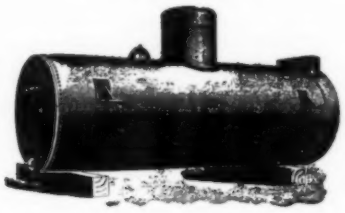

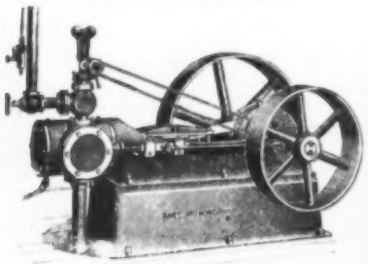

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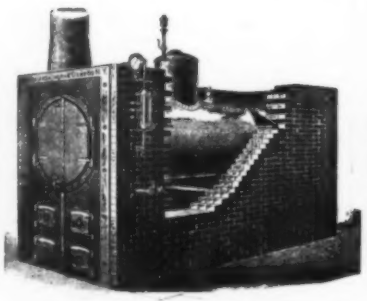

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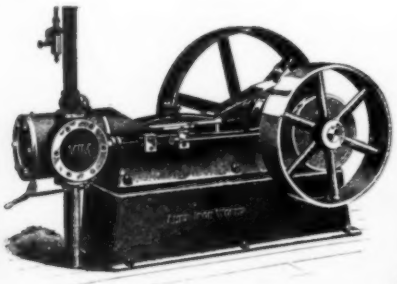

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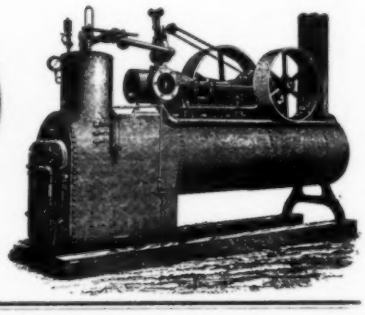

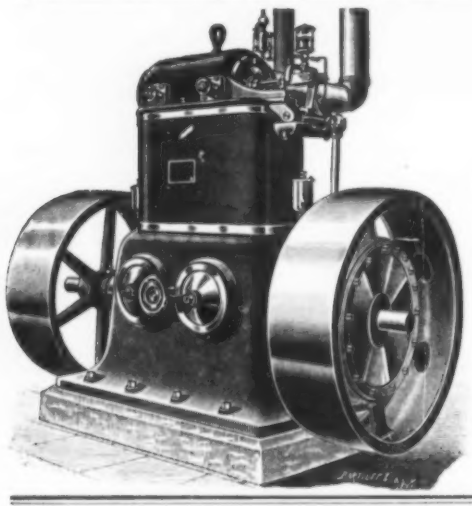

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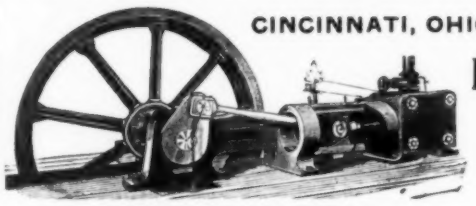

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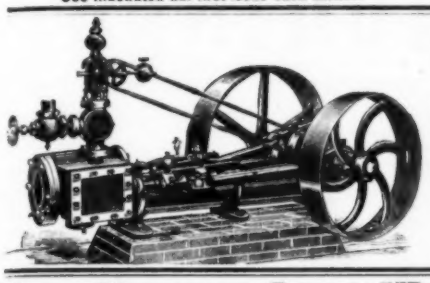

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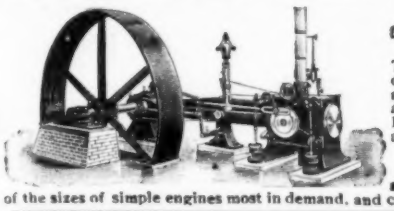

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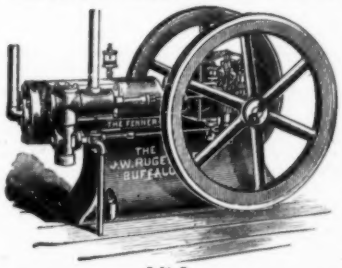

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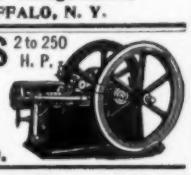

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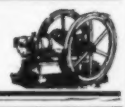

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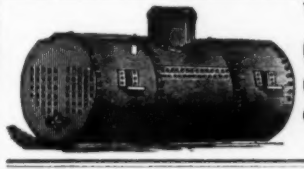

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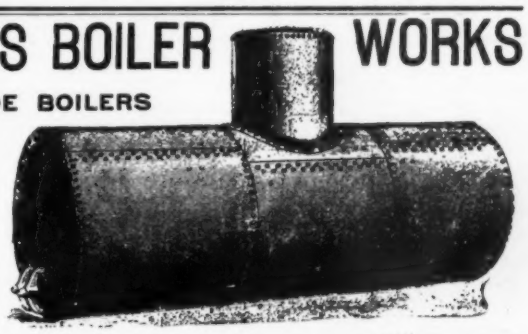

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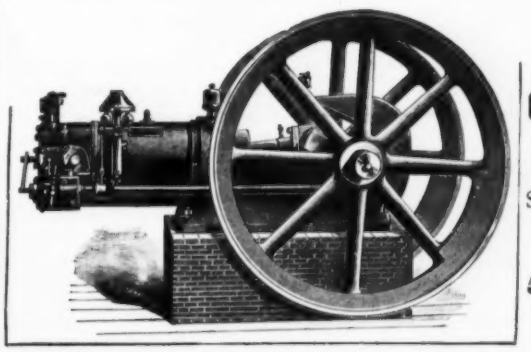

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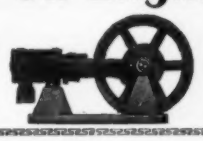

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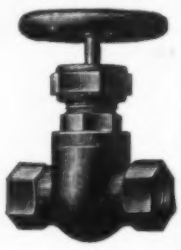

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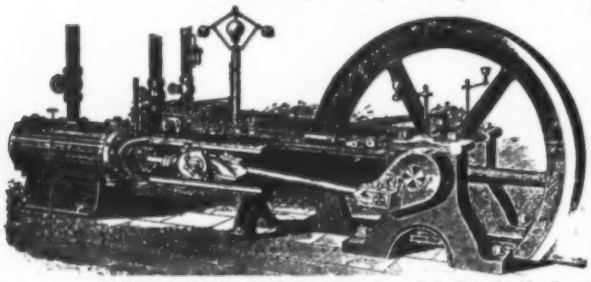

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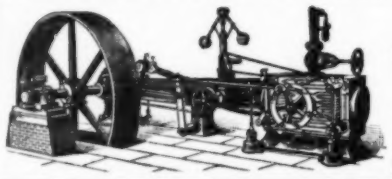

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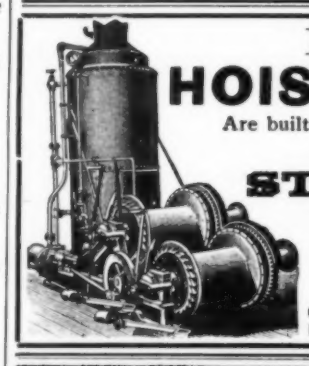

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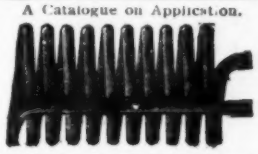

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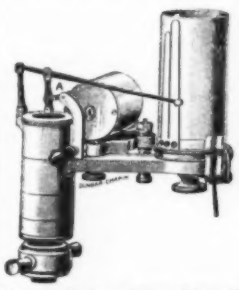

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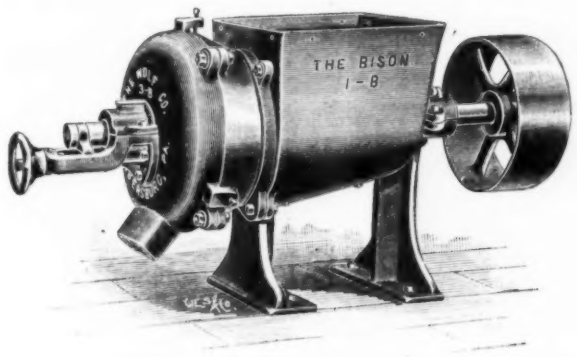

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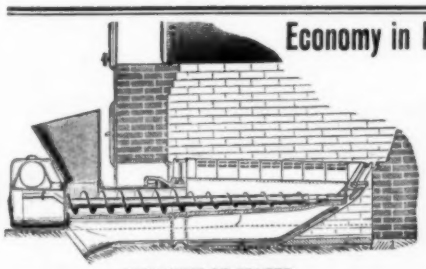

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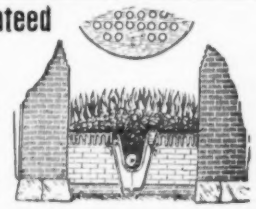

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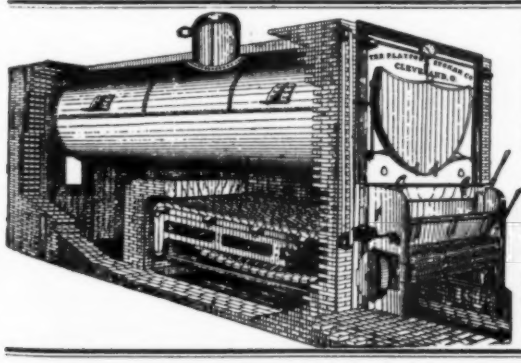

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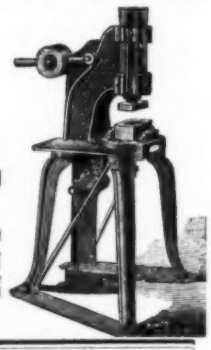

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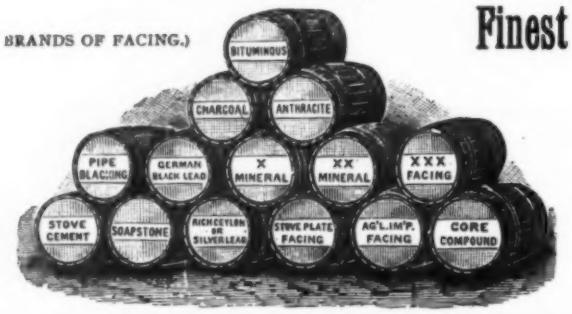

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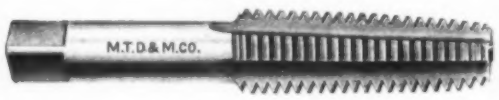

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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII. No. 21. WEEKLY. | BALTIMORE, JUNE 17, 1898. | $4.00 A YEAR. SINGLE COPIES, 10 CENTS

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BALTIMORE, JUNE 17, 1898.

Southern Ports in War.

That neither war nor other influence is affecting the progress of trade at Southern ports to any material extent is indicated by the figures of the exports of breadstuffs. During May the value of exports of breadstuffs from all ports was $38,280,997, an increase over May, 1897, of $25,186,597, or 192 per cent. The exports at Southern ports were $11,763,732, an increase of $8,663,555, or 279 per cent., and at all other ports the value was $26,517,265, an increase of $16,523,042, or 165 per cent. There was a gain during the month at every Southern port, and at only one port in the country, Duluth, was there a falling off. During the eleven months ended May 31 the breadstuff exports were $295,603,138, an increase of $116,536,465, or 65 per cent., in the whole country. At Southern ports the values were $113,549,700, an increase of $51,885,062, or 84 per cent. At all other ports the value was $182,053,438, an increase of $64,651,403, or 55 per cent. Mobile was the only Southern port showing a decrease in the eleven months over the eleven months ended May 31, 1897, while decreases also occurred at Duluth and Superior. A comparison of four Southern ports and four others, showing largest increase, is interesting, as follows:

Ports.	Gain.	Increase Per cent.
Galveston	$8,418,521	196
New Orleans	13,702,262	114
Baltimore	22,121,362	77
Newport News	7,543,884	69
Puget Sound	5,013,084	137
Philadelphia	10,988,273	106
New York	33,487,334	70
Boston	4,747,036	29

The indications are, as the close of the fiscal year approaches, that the Southern ports, in spite of the decreased value of cotton, will make a very healthy showing in their export trade. They have had much to contend with, particularly those on the Gulf, but even the threats of yellow fever and war have not been sufficient to overcome the inevitable tendency of the products of the South and the West and the Northwest to move toward the Gulf and South Atlantic ports to meet the demands of the markets of the world.

When Cuba Is Free.

In a recent press dispatch it was announced that the English government had purchased 100,000 barrels of flour in this country for delivery at an island port convenient to Cuba. Whether or not the English government is interested in this purchase, a hint is given, which, properly followed, will mean rapid profits for enterprising and bold commerce. The cessation of hostilities in Cuba will create a tremendous demand for staple food products, such as flour, corn, wheat and canned goods of many kinds. It will also mean a demand for cotton-stuffs for wearing apparel. It is believed that the individuals who will be able to follow the victorious arms of the United States into Havana or Santiago with a stock of provisions and clothing will reap quick and lucrative returns.

These, however, are but temporary opportunities and are small in comparison with those of more permanent character. The commerce of Cuba under normal conditions amounts to about $170,000,000 annually. A large proportion of this, of course, represents exports of sugar and tobacco, but it includes also the movement of products of almost untouched natural resources. There are, for instance, 13,000,000 acres of forest of mahogany, cedar, redwood, rosewood, ebony and other fine woods, for which there is always a steady and strong demand in this country and abroad. Those forests are yet to be fully worked. Iron mines and manganese mines have already begun to be developed, the ore produced being some of the highest grade in the world. There are, moreover, hundreds of thousands of acres of rich soil, which for the last few years have been unworked entirely or only partly cultivated. Peace will enable the Cubans to return to agriculture and the industries dealing principally with the primary movements of manufacture, such as lumbering and mining. These undertakings will require a vast amount of new machinery, the use of which will be extended rapidly under the spur of American industrial energy. But here the opportunities will only begin. Electricity for lighting, for motive-power and for manufacturing is practically an unknown quantity in Cuba. The openings for the establishment of many plants will be many, and it is not unlikely that the small railroads which have been built for plantation operations will be run in the future by electricity. For the electrical, mechanical and civil engineer there will be plenty of work. Although the island has a number of railroad lines, they are not fully efficient and are susceptible to immense improvement and extension. Bridges are to be built, highways are to be constructed, streets are to be laid upon scientific and hygienic principles and water supplies and drainage are to be constructed in mitigating, if not destroying, the diseases which now visit the larger cities. It is believed that yellow fever and smallpox may be eliminated by methods which have proved successful elsewhere, and the proper drainage and pure water supply will be efficient means to this end.

These opportunities are sufficient to furnish food for far-reaching thought and prompt readiness for action by enterprising engineers, merchants and capitalists as soon as peace has been declared. Cuba will not only be richer than ever before with the advent of Anglo-Saxon methods there, but those who are first on the ground with due preparation and with courage to overcome early obstacles will enjoy the certain means of acquiring wealth.

England and America.

The London Economist and the London Statist of May 28 contained two very significant articles, written on independent lines, but yet singularly dependent. The one deals with the possible Anglo-American alliance. In this it is pointed out that there is as much distance between amity and alliance as between friendliness and partnership in business. It is acknowledged that as regards their resources the United States are one of the strongest nations in the world, though this does not apply to their power of using these resources without sufficient notice. The experience of the United States in the present hostilities with Spain is cited in support of the latter statement, and the moral is drawn that the failure of England to join in a coalition against them has changed the general tone of public opinion in the United States toward England. The article says:

> Naturally, therefore, the wave of friendliness spreads itself over the whole surface of the Union, and ideas as to a future alliance, which less than two years ago would have been received with scorn, are discussed not only with fairness, but with welcome. * * * The two peoples, though far from identical, have quite enough in common whenever they are friendly to admit of their understanding one another, and there is no point at which their interests seriously clash.

Following this is the statement that the British do not really wish for territory in South America, and that Great Britain and the United States want very near the same thing in the far East, namely, peace, order and freedom to trade everywhere at will, subject only to custom-house duties enforced against all nations alike. In conclusion the article says:

> The two countries, therefore, are almost forced into partnership, and though a business partnership is not exactly an alliance, the distance between them is not very wide. It is quite possible, therefore, that America and this country, having once forgotten old grievances, may remain for a long period on the most friendly terms and without indulging in gushing expressions. It may be taken as certain that their friendship will have important results on the future of the world. The force of each will be greatly increased in any emergency by the mere fact that the one need not distrust what diplomatists call the "benevolence" of the other.

Turning to the Statist article, which is entitled "Anglo-American Trade; the Importance of British Markets to the United States," we are inclined to question the utterances of the British benevolence. Here the argument advanced is that no two countries are so interdependent as the United States and the United Kingdom, and the movement in favor of close relations as against a possible foreign foe is the outcome of their identity of interest. England, it is said, needs the United States for the supply of a great part of its food supplies and raw material, as one of the largest fields for the employment of its capital and as an important customer for its produce, while on the other hand the United Kingdom is the greatest customer for the produce of the United States, and is the source for unlimited capital for the development of industries and agriculture. Some significant figures are advanced in illustration of these close relations. During the twelve months ended April 30, 1898, the sales of American produce to the United Kingdom amounted to nearly $600,000,000, while the American purchases of British goods were valued at but $85,000,000. The $600,000,000 worth of exports from the United States to the United Kingdom was nearly half of the total American exports. This fact is more strikingly presented in the figures for the year ended June 30, 1897. The United States exports in that period were $601,686,000 to the British empire and $449,308,000 to other countries, and their imports $255,830,000 from Great Britain and $508,900,000 from other countries.

It should be noted that the imports of the United States from South America amounted to $107,000,000, while the exports thither were only $34,000,000. Though Great Britain may not really wish for territory in South America, it certainly is reaching out for trade in that hemisphere, and for trade in which the United States are destined to go into direct competition with it. Under proper methods of promotion there is no reason why the proportions of exports and imports of the United States to and from South America should not be the reverse of what they are now. At the same time, the results of the present war will tend to enlarge the market for American products in the far East, where again they will come into competition with those of Great Britain. There is every reason in the world, therefore, for the United States, in contemplating a partnership with Great Britain, to provide against the advantage which far-seeing commercial England will seek to reserve to itself in South America and the far East over the United States. No one imagines that England will permit, if she can, any of her opportunities to be limited, whoever her partner may be. In spite of the unpreparedness of the United States for war with Spain, they can really do without England much better than England can do without them. There is no doubt that a commercial alliance between England and the United

States would give them the dominance of the world's commerce. Whether the United States would suffer thereby depends entirely upon the wisdom of the diplomatists who will represent this country in the formation of the alliance. In the meantime, we think the second article should be entitled "The Importance of United States Markets to Britain."

The North Carolina newspapers are deriving a great deal of justifiable satisfaction from the recent acts of two of the millionaire citizens of that State, both belonging to Durham. The one is Mr. Washington Duke, who increased by $100,000 his gifts to Trinity College, and the other is Col. Julian S. Carr, who personally advanced the pay of the First Regiment, encamped at Jacksonville, Fla., in an unassuming and matter-of-fact manner, as though he were paying a hotel bill. The South has comparatively few millionaires, but they are not behind in public spirit. In the meantime, the flower of the young men of the South are waiting a chance to put an end to the war which is supported by millionaires and poor men all over the country.

Literary Notes.

Way Out Yonder: The Romance of a New City. By William Lightfoot Visscher, with an introduction of Opie Read. Publishers, Laird & Lee, Chicago. Price seventy-five cents.

Old in one sense, but new to the vast number of readers in the United States, the Puget Sound country, in which the scene of this story is laid, is full of romance. The author, however, hardly touches that feature, but dwells upon the making and the collapse of a boom city. In the various characters that flock to the enterprise he finds material for very clever character-sketching and opportunities for keen satire. The story is amusing and entertaining throughout.

Commercial Year Book, 1898. Publisher, the Journal of Commerce and Commercial Bulletin, New York.

This is the third volume of this annual publication, which is infused with the impartiality of the publisher upon questions of commerce, industry, transportation and banking. The statistics of foreign nations in the Year Book, as well as of the United States, are brought down to the nearest dates possible, and the reviews of the year preceding that of publication are invaluable for the editor, the merchant, the banker and for every man who wants facts as a basis for enterprises of the future.

Tales from McClure's—War. Publishers, Doubleday & McClure Co., New York. Price, twenty-five cents.

In a handy shape this little volume contains a number of interesting stories of camp and battle life by Gen. Nelson A. Miles, Capt. Musgrove Davis, Capt. Alfred R. Calhoun, Capt. T. J. Mackey, Maj. Philip Douglas, Capt. George W. Kilmer and Ernest Schriver. The stories deal with many phases of army life during the war between the States, and will undoubtedly have a wide reading at this time.

Directory of Directors in the City of New York, 1898. Published by the Audit Company, of New York.

This is a publication giving alphabetically a list of the directors of institutions and corporations in the metropolis. It will be of value to investors, financial institutions, borrowers of money and other persons engaged in the development of the country. Mr. August Belmont is the acting president of the Audit Company.

TRADE AND TERRITORIAL EXPANSION.

Relations of the Nicaraguan Canal and the Island Possessions of Spain.

Events of the past three months have caused a revolution in public discussion in this country regarding trade and territorial expansion of the United States. With the exception of the purchase of Alaska as an outcome of the war between the States, the subject has been given little attention by the general public since the large accretions of territory following the Mexican War. At intervals since 1850 the Cuban question has received more or less notice, and for the past six years Hawaii has been an object of lively interest, hardly, however, extending to the great masses of the people.

The victory of Admiral Dewey at Manila, however, seems to have been the point where thoughtful and progressive men suddenly awoke to the fact that it was time to turn their backs upon controversies over policies formulated when this country beyond the Alleghanies was practically an unknown wilderness. The irresistible procession of facts has forced to the front, almost imperatively, problems, some of them new, but others of long standing. The latter include the building of the Nicaraguan canal and the increase of the strength of the navy. To these have been added the relations which the United States shall bear to Cuba, Porto Rico and the Philippines. The proper solution of these questions concerns vitally the best interests of this country. The questions have been freely discussed from the political standpoint, but the views of leading business interests, which are most particularly concerned in the proper settlement of them, have not been fully brought out. To aid in the assembling of such opinions the Manufacturers' Record recently sent to a number of prominent manufacturers, bankers, railroad officials, capitalists and others who devote themselves to the development of the country a circular-letter containing the following questions:

1. Should the United States build the Nicaraguan canal?

2. Should we establish a strong navy?

3. Do you believe that after the war is over we ought to hold and develop Cuba, Porto Rico and the Philippine Islands, or should we turn them over to the insurgents?

To these questions a number of replies, more or less elaborate, have been received. The almost unanimous opinion, as indicated by these replies, is that the Nicaraguan canal should be built and that the navy should be brought up to first-class efficiency. The present hostilities with Spain and the incidents connected therewith are pointed to as obvious arguments in favor of both measures. Regarding the Spanish islands which may remain in control of the United States at the conclusion of the war, there is some difference of opinion about the policy to be pursued, ranging through the holding and occupation of them all, a protectorate until the natives shall have acquired the ability to govern themselves, a partial holding and partial relinquishment and an entire relinquishment after provision has been made for indemnity and for the establishment of naval stations. The replies at length follow:

Reasons for the Canal.

John L. Williams, John L. Williams & Sons, bankers, Richmond, Va.:

"The speedy completion of the Nicaragua canal is the one idea that, for a thousand reasons, should occupy, and, by force of circumstances, does occupy the mind of the American public at this time. All other questions of our foreign relations are of secondary importance, and merely follow in its train. The long journey of the Oregon from San Francisco around to Key West without argument demonstrates the necessity of the canal and its immeasurable importance. It is enough for any thoughtful man to look at the map to understand what the canal will be to us.

"1. It doubles the efficiency of our navy.

"2. With a strong navy it assures to us the dominion of the Pacific and almost of the Atlantic.

"3. It doubles the capacity of our mercantile marine.

"4. It makes our coast-line navigation safe, even in time of war.

"5. It gives to the Atlantic and Southern States many hundreds of miles advantage in trading with Western South America, with our own Pacific States, with the islands of the Pacific and the East Indies.

"6. It gives to the Southern States a large market for their coal and for all their products and manufactures.

"7. It promises to make the course of trade from East to West along through the Caribbean sea, and to make our Southern ports centers of immense traffic; to make the Gulf of Mexico to surpass the Mediterranean sea.

"8. New Orleans may be the settling point of the world.

"9. It will build up our Pacific coast and build a transmississippi empire.

"10. It will make an effectual defence for all our ports by the ready concentration of our ships.

"11. The first result may be the transfer of the settling points of the world from London and Paris to New York and New Orleans.

"12. The Nicaragua canal girds the loins of our country; compasses it with a sea wall; establishes its defences; puts it in the best possible position to use readily and freely all its resources and powers, first for complete defence, and then from a safe basis to put them forth for aggression when necessary. In the world's history the centers of wealth and settling points have been moving westward, in order, Tyre and Sidon, Carthage, Rome, Venice, Genoa, Berlin, Paris, London.

"13. The Mediterranean has been the great basin of the world's wealth. The areas of production that empty themselves into the Caribbean sea and the Gulf of Mexico from North and South America by the Mississippi and Amazon and other rivers are ten times greater, according to Commodore Maury, than those about the Mediterranean.

"14. The Gulf of Mexico and the Caribbean sea must be the waters of commerce of the world when the barrier of the isthmus is removed and the Nicaragua canal opens the everlasting doors to the free trade of all nations.

"15. The business centers have moved westward with the flowing tide of wealth and civilization. The immense area of the United States is bewildering the world with the products of its fields, its mines and its manufactures. It has placed the world in its debt $500,000,000 as a balance of trade, and still that balance is increasing. Our productions are limited only by our market.

"The Nicaragua canal opens for our products China, Japan and all the countries of the East. All our interests—agriculture, mines and manufactures—clamor for the opening of the canal.

"What a glory for the Anglo-Saxon race! England controlling the Suez canal, the outlet of the Mediterranean; the United States controlling the outlet of the Gulf and Caribbean sea to the Pacific; both identified with the highest civilization of the world—Christianity pure and simple. Our late experiences, our present condition and our immediate future cry aloud for the interoceanic canal."

Taught a Valuable Lesson.

Col. J. B. Killebrew, Nashville, Tenn.:

"I am directed by Major J. W. Thomas, president of the Nashville, Chattanooga & St. Louis Railway, to say, in answer to your interrogatory in reference to the building of the Nicaragua canal, that he believes a waterway between the Atlantic and Pacific oceans has become absolutely necessary, not only for increasing our trade with Japan, China, the Micronesian and Polynesian Islands and the Orient generally, but that new conditions of warfare make such a canal of the greatest importance for the adequate protection of our own country. In answer to the second question, as to whether we should establish a strong navy, his answer is decidedly in the affirmative. No great nation competing for the supremacy of the trade of the world at the present time can succeed in permanently extending its commerce without the assistance of a powerful navy. Major Thomas also expressed the opinion that our war with Spain has opened our eyes to the utterly defenceless condition of this country as against a great naval power. Had this war been with any one of the great European powers our coast cities would probably have sustained losses enough within a month by bombardment to have built a navy more powerful than that of England. When the navies of the world consisted of unarmored ships it was not a difficult matter to protect cities by land batteries, but the armored ships of the present time can bid defiance to any batteries not supplied with the heaviest guns. Thirty years ago the United States could rest secure against the threats of all Europe. Today it finds itself straining every nerve to crush the navy of a moribund nation. We must have a navy. The greatness of our country demands it; the exigencies of our commerce require it; our standing among the nations will compel it; the lofty pride of our people will have it, whatever the politicians may say, think or do. With a population of nearly 78,000,000 people, governed by laws made by the people themselves; with a territory covering 3,602,990 square miles sandwiched between two of the greatest oceans on the globe; with an almost indefinite capacity for expansion and development, our navy until recently was less effective than that of Italy. Why should not we have a navy commensurate with our proud position among the nations of the earth? We should scarcely feel the outlay required for the construction of such a navy. We should have a navy and an army that could protect us against the combined powers of the world. This is a national obligation as sacred as the rights of property. The building of a powerful navy is a high duty that appeals to every patriotic heart, and must not be postponed. If we love our country we should love to defend it. No safeguard against war is so effective as to be prepared for it. In answer to the third question, Mr. Thomas thinks that all territory won in the Western Hemisphere should have a protectorate established over it by the United States government. All territory won in the Orient

should be held only as security for the expenses of the war and disposed of as early as practicable to meet these expenditures. He thinks and believes that the territorial possessions of the United States should be confined to the Western world. This will make effective the Monroe doctrine, and keep us free from foreign entanglements. The same questions were propounded to me, and I fully concur in the opinions of Mr. Thomas as expressed above."

For Foresight and Wisdom.

T. G. Bush, president and general manager of the Mobile & Birmingham Railroad Co., Anniston, Ala.:

"The questions which you propound with reference to the United States building the Nicaraguan canal, the establishment of a strong navy and the advisability of this government retaining possession of Cuba, Porto Rico and the Philippine Islands, or turn them over to the insurgents, involve political and business problems the solution of which cannot be anticipated, I think, at this particular time.

"As to the construction of the Nicaraguan canal, I believe the scheme has generally been accepted by all interests in this country as being advisable, as well as desirable, if it can be done without too great cost, and, after its construction, subject to the full control of the United States government. That it is desirable from a business standpoint for developing and facilitating the trade of this country, and the Gulf States particularly, with the East, is too clear and well understood to require argument. This advantage cannot be overestimated, when it is considered how rapidly our trade with the far East is increasing, and how essential the Eastern markets are becoming as an outlet for the increased products of this country. Every thoughtful man realizes the absolute necessity of finding wider markets for our constantly increasing manufactured products. This is becoming a necessity in every branch of our trade, and has been conspicuously noted within the last two years in connection with the iron trade of this country, which has found great relief in being able to find a market in almost every European and Eastern country. It is well known to you that some large shipments of iron and cotton have been made from the Gulf ports to Japan, which could have been, doubtless, greatly facilitated and increased if the Nicaraguan canal had been a reality.

"Recent events have clearly demonstrated the almost absolute necessity of the construction of the canal for use of our navy in time of war. While our great battleship was steaming through many seas and over a course of 17,000 miles our people were on tip-toe of expectation and extremely anxious until her safe arrival was announced. There was one common exclamation, 'Oh! that we had the Nicaraguan canal!'

"I have long been an advocate for this country possessing a strong navy, believing it would tend to peace and full protection to our commerce and citizens. I believe the sentiment of the country is now strongly in that direction, and I hope to see within the next few years the United States Navy to consist of at least twenty battleships, with a corresponding number of cruisers and torpedo-boats.

"The question of acquiring new territory, such as Cuba, Porto Rico and the Philippine Islands, is one entirely new to this country, and must necessarily be carefully considered by the wisest and most conservative statesmen whose service we may be able to command. Of course, many of our statesmen who were instrumental in precipitating this country into war, and many of the newspapers, have already settled these questions to their entire satisfaction, and, in the main, have decided that this country must retain permanent control and possession of these islands after being acquired, notwithstanding the expressed purpose of Congress when war was declared that we were not seeking territorial possessions, and with strong intimation that no inducement could be offered to this government to annex the island of Cuba. This, of course, was politics, and the declaration not supposed to be fully accepted as the real views of its authors, except by the most credulous.

"Aside from the political question and the great cost that will ensue to this government for protecting these islands, if they should be permanently acquired, to say nothing of the necessity of our repressing the turbulent spirit which seems to be ever-present with the inhabitants of the tropics, there is no doubt that, with proper development of the resources of these islands and the consequent large increase in their trade relations with this country, they would certainly become large consumers of our products of almost every kind, and would furnish in return immense quantities of products for which there is already a large demand in this country.

"Whether we are able to pay the cost for the benefits which we are supposed to receive, and to assume new responsibilities in connection with all international questions that may hereafter arise, are matters to be thoroughly and calmly considered after the smoke of battle and the excitement of war shall have passed away.

"I have written the foregoing simply in compliance with your request for some expression of opinion in regard to these matters, believing, however, that, under the circumstances, they must necessarily be premature. Freedom of opinion, however, is one of our boasted rights, and one which our people, apparently, are not slow to exercise; for instance, many thousands who have never seen a battleship nor a brigade of soldiers, either stand ready to advise or have already advised the President and the commanders of the navy and army just what to do in order to bring victory to our flag in the shortest possible time.

"I sincerely hope, however, that in the final adjustment of our relations with these islands and other countries, we will be guided by that foresight and wisdom that will bring us the greatest prosperity and peace, and that many generations will rise and pass away before it will again become necessary for this country to take up arms against any other nation."

For an Unselfish Policy.

George H. Hull, president of the American Pig Iron Storage Warrant Co., New York:

"I was very much opposed to the present war, believing Cuba would become free within a few months without it, and believing that a great many more starving people would have been saved had the President been authorized to continue his plan; but, now that the war is upon us, I hope the United States will be successful in taking Cuba, Porto Rico, the Philippines and all the other outside territory belonging to Spain. When she has done this, and peace is declared, then the United States should announce to the world that these islands will be protected by her until they have shown their ability not only to form, but to maintain a stable government, and when this is done the United States would give them their entire independence, allowing every nation of the world the same freedom in trading with them that we keep for ourselves. I would not give back to Spain one inch of ground that we take from her, not because we wish it, but because we wish to free every human being possible from such cruel and outrageous government; nor would I exact from Spain one dollar of indemnity. Whatever the war costs us, let the world understand that we give it freely as our contribution towards the freedom of mankind.

"England gives her numerous colonies all over the world good government, but she assumes great responsibilities. We can give the islands we wrest from Spain good government without assuming any permanent responsibilities. If the inhabitants of these islands are not now capable of self-government, the fact that the United States guarantee their protection until they are capable would pave the way for the emigration of tens of thousands of Americans to these islands to seek their fortune, and within a few years they would be Americanized and able to govern themselves without our help.

"If we keep one inch of the territory we conquer we dishonor ourselves before the nations of the world, and we open the road to wars and foreign complications innumerably. If we pursue the more manly and unselfish course outlined, we will plant a milestone in the progress of civilization.

"Such an act will be to civilization what Hobson's act was to heroism."

Capable of Development.

D. A. Tompkins, the D. A. Tompkins Co., manufacturers, engineers and contractors, Charlotte, N. C.:

"I believe that the United States ought to build the Nicaraguan canal. It would be far more than worth its cost for its value in defending the nation in case of war. Its commercial value would also alone far more than justify the expenditures that have been expressed in the estimates of the engineers.

"I believe that the government ought to have a navy second to none in the world. The United States has been peculiarly deficient since the civil war in the maintenance of maritime interests. I regard it to be not only important to maintain a strong navy, but measures should be enacted that will also build up a merchant marine.

"Assuming that we will conquer Cuba and the Philippines, I believe we ought to maintain control of them in such a way as will give the United States practical control of the trade with them. In each of these countries we could dispose of large quantities of cotton goods. The additional trade would probably give relief to the mills of the United States with very little delay. The islands themselves would be very much benefited by the good government that they ought to get under our control. Our young men would find openings in these new countries, as the English do in India. They are all countries that we are told are capable of great development."

Judgment of the Present.

Major J. F. Hanson, Bibb Manufacturing Co., Macon, Ga.:

"I have long been in favor of building the Nicaraguan canal and the construction of a first-class navy. The first would double the efficiency of our navy in time of war, result in large economies and promote our commerce when we are at peace. All indications point to the necessity for a great navy for the protection of our interests in the future. The problem of production has been solved in all the leading countries of the world. The question now is one of markets. The cabinets and congresses, as well as the executives, of all the great nations of Europe are addressing themselves to its solution. Conquest is the order of the day. Navies are essential to the protection of foreign commerce, and must be maintained in proportion to its extent. These considerations must influence our policies in the future, or else we shall fail of that development and expansion which, under wise action, seem assured to this country.

"Upon the broader and more complex question of what we are to do with Cuba, Porto Rico and the Philippines when they have passed under our control, there is greater margin for doubt, and hence for difference of opinion. The question of commercial advantage, ever present, and properly so, must exercise a large influence upon public opinion in this country in the final disposition of these islands. This would be true if perpetual peace were assured. Their advantage to us as bases of operations in time of war will constitute an additional and powerful consideration when the time comes for us to determine what we will do in the premises. It is well that these questions should be intelligently discussed now, in order that public sentiment may be crystallized in advance of the time when we must act. The settled policies and traditions of the country are opposed to foreign conquests. In the past we have done well by adherence at this point to the ideas of those who were prominent in public affairs during the earlier days of the republic. We may well ask the question if Washington or Jefferson or Madison or others in their day could have anticipated the conditions that now exist; and, if not, could they better judge than we can of what should be done now in view of opportunities and even necessities that are opening up to us and crowding upon us? I respect the past for what it was, and the men of the past for what they did in their day and generation; at the same time I believe that we are better judges of what should be done now than were the fathers of the republic a hundred years ago. They did not know and could not know the measure of our progress, or of the world's progress up to the present, and hence when their opinions are in conflict with ours with reference to what we should do with the islands in question, I would set their opinions aside and act upon the judgment of the present.

"Events that have transpired during the last few months have brought to this country new opportunities, involving new duties and new responsibilities. We must measure up to the occasion if we are to go forward in all the essentials of national progress. With nations as with men, there is no such thing as standing still. We must recede or go forward. What benefits will accrue to us through the annexation of Cuba, Porto Rico and the Philippines, and what we will incur in the way of responsibility and expense, are the two questions upon the determination of which this country should act. It is a cold question of business, and I am in favor of or opposed to annexation according to the measure of advantage or disadvantage that will come to us from one or the other course."

To Guard Against Menace.

James Bowron, vice-president Tennessee Coal, Iron & Railroad Co., Birmingham, Ala.:

"I believe that when the war is over this country will desire to hold and develop Porto Rico and the Philippine Islands. I do not think we ought to attempt to hold Cuba unless it should be demonstrated that the Cubans themselves, owing to their sufferings and losses by war, famine or disease, are not strong enough to control the island against the Spanish who will be left there. In such case, at their request, we

might accept the control of the island. I believe that if we retain the Philippine Islands we ought also to take the Caroline Islands and accept Hawaii, which is already freely offered to us.

"In answer to your second question, we ought to establish a strong navy. If our power had been greater the war with Spain would not have occurred. Spain treated our remonstrances with contempt because it did not believe our navy was strong enough to enforce any demands. The acquisition of foreign territory will necessitate a stronger navy, not only because of foreign possessions to be guarded and communicated with, but also because of greater risk of foreign entanglement. This may easily arise in the Pacific, where we today stand as the principal claimant for the business that will be opened up when China is thrown open to railroad construction and the Siberian railroad is also completed.

"In answer to your third question, as to whether we should build the Nicaraguan canal, I believe the canal would be built more quickly and cheaply by private enterprise if the United States would guarantee the bonds, taking a first lien on the canal for the security of its repayment. I am satisfied that public opinion in this country will not permit in subsequent years the necessity for our Atlantic fleet to duplicate or exceed the voyage of the Oregon. The nation will never permit its Pacific coast and its Pacific possessions to be menaced by any other power when by the endorsement of the canal bonds it could be placed in position in time of war to transfer its vessels from the Atlantic to the Pacific swiftly and in security, and in time of peace could have opened to it by its proximity to the canal a practical monopoly of certain lines of business, including the coal trade of the entire Pacific coast of North and South America."

Strengthening by Colonies.

A. E. Stilwell, president Kansas City, Pittsburg & Gulf Railroad Co., Kansas City, Mo.:

"I consider the building of the Nicaragua canal one of the most important things which the government could do. I have always been heartily in favor of its completion, as I think it will do more for the commerce of this country than any other thing. The present war has demonstrated the necessity for our having a navy whose strength is commensurate with that of our country. The war has brought this fact forcibly before us, and we, as a nation, are beginning to realize that we must increase the size of our army and navy.

"In regard to our policy in annexing the territory which we gain by means of the war, I am strongly in favor of adopting this policy, as I believe a nation is strengthened through her colonies. It is one of the best means of developing the commerce of a country, and gives opportunity for her young men to reach out into a broader field than they would have at home. The English and Dutch have proven the wisdom of development through colonies, and there is no reason why the United States could not govern this territory successfully (probably by military rule), but for my part I should not say turn them over to the insurgents."

Trade in the Orient.

G. N. Bierce, secretary the Stilwell-Bierce & Smith-Vaile Co., Dayton, O.:

"We have for some years been in favor of building the Nicaraguan canal, and as it is too large an enterprise for private capital, we should heartily favor its being built either by the government, or that the government should endorse its bonds under some arrangement by which the interests of the government would be fully secured. The necessity for this canal, we think, will now become apparent to our people generally. It was certainly emphasized by the recent long journey of the battleship Oregon. We must have means for speedy water connection between our Atlantic and Pacific coasts.

"We are heartily in favor of the annexation of the Hawaiian Islands, and should be glad to see that accomplished without further delay. In our judgment, the Orient is going to present to us a most inviting field for trade, so that within the next few years we are likely to have very extensive interests in that part of the earth. That being the case, it seems clear that we ought to possess the Hawaiian Islands. Referring to Cuba, we would not favor its annexation, but would favor turning it over to its own people to establish a republican form of government, but we ought to throw over them our protecting wing so far as might be necessary to insure good government and the safety of our interests in that island, which are already large, and must become larger.

"We should be in favor of taking Porto Rico and holding it as a partial indemnity for the expenses of the war. Its location would make it extremely valuable to us in case the Nicaraguan canal should be built.

"Referring to the Philippines, our opinions are not as yet so clear. We think we should favor retaining Manila as a base of supplies for future operations in that part of the world. We should be opposed to surrendering the Philippines back to Spain, and if we could not dispose of them to other nations to good advantage, and in a satisfactory manner, we believe we should favor retaining them as a permanent possession.

"While upon this subject we desire also to express our hearty approval of the suggested alliance with Great Britain. We believe that the English language is to become the dominant language, and that the English-speaking races are also to become dominant in the affairs of the world, and that an alliance between the great English-speaking nations would go far towards insuring universal peace.

"We believe that we have a great destiny before us, and are anxious to see everything done that can be done to hasten its fulfillment."

War an Object-Lesson.

E. G. Leigh, Jr., coffee importer, Richmond, Va.:

"I feel no hesitation in saying that the United States ought to build the Nicaraguan canal. The arguments in support of this position have been stated and restated to the country. The war has furnished an object-lesson which has impressed the public mind with the necessity for the canal, and the necessity of its being built by the government. The recent trip of the Oregon around Cape Horn, I believe, will secure this canal to the country. The conditions growing out of the war with Spain, I believe, will require the maintenance of a strong navy.

"To retain the Philippine Islands after the war would mark a radical departure from our policy since the foundation of the government. My feelings oppose this radical change, yet my judgment sanctions it. The trade of China is now the coveted prize of commerce. The great nations of Europe have adopted an aggressive, progressive policy to secure it. Unless we propose to turn our backs on the great commercial opportunity of the century, we cannot afford to give up the Philippines. The transcendant advantages deliberately seized by Russia to fasten her grip on China, the vigorous policies asserted by England and Germany for the same purpose, are warnings that this country cannot ignore if she proposes to stand even in the race for Chinese business.

"It is impossible, in a hurried acknowledgment of your letter, to discuss these important and far-reaching questions. I can only say, in conclusion, that, in my opinion, the strategic advantages, from a military and commercial point of view, arising from possession of the Philippines and the building of the Nicaraguan canal are understood by Americans now as not understood sixty days ago. In other words, the war has given us, in the Philippines, an opportunity in China for the expansion of our commerce, and taught us the value of the canal, the necessity of the canal. A strong navy would seem essential."

No Canal Partnership.

James L. Orr, Piedmont, S. C.:

"It should be built, owned and operated exclusively by our government, without partners. The experience of the Oregon has been a practical illustration to the general public of the great disadvantage the commerce of the country has labored under, and which no amount of argument has heretofore been able to accomplish. If this country is to every become great, either in the carrying trade or as a naval power, the completion and control of this canal is a necessity. Should we establish a strong navy? Yes; in comparison with the navy of Germany or Russia, but nothing like as strong as England, for our requirements are much less in this direction. A navy is the most expensive attachment a government can have, and in times of peace quite useless, so it seems to me we need a strong rather than a large navy.

"I don't think we can 'establish a stable government' by turning any of the islands over to the insurgents. Our forefathers had as well attempted to develop this country under the political domination of the Indians.

"Without the slightest disposition on the part of the United States to extend its territory, circumstances have driven her to it. And she would be most foolish not to reap the benefits. We make far more than we consume as a nation, hence the depression which has existed for two or three years. Every writer has harped on the necessity of increasing our foreign trade. If we annex these islands we will simply increase our domestic trade without the expense and annoyance of foreign interference, and in fifty years those islands will constitute the brightest jewels in the galaxy of States. We have plenty of corn, wheat, pork, beef, iron, cloth and machinery; these people need them; let us supply their wants, and in order to do it safely, we must annex them."

Common Sense vs. Sympathy.

Geo. Otis Draper, Hopedale, Mass.:

"In the absence of other officers of the company, I answer your circular-letter of June 6, with the understanding that the answer is personal and may or may not represent the concensus of opinion here.

"The Nicaraguan canal should certainly be built unless the difficulties encountered are too great for modern engineering to conquer. The Suez canal, a mere sand ditch, was an easy undertaking compared with tunnelling through a mountain range or carrying ships overland through canal systems in a region where the immense rainfall is something well calculated to cause concern.

"Regarding the navy. There is undoubtedly a pressing need for a stronger armament, though it would seem well for this nation to develop some novelty in the design or construction in keeping with our position at the front rank of inventive genius. Up to the present time we have done little but copy in these lines.

"As to holding Porto Rico, Cuban and the Philippines, there are so many new and embarrassing questions involved it is not easy to give an offhand solution. We certainly ought to have some good base of supplies in the Caribbean sea, and Porto Rico is well situated for such a purpose.

"Before annexing Cuba or the Philippine Islands it would seem necessary to plan some form of government for them which should not interfere with our present institutions. We cannot afford to have the 7,000,000 people in the Philippines taking a part in the dictation of our politics at Washington.

"Looking at the matter from a business man's standpoint, and treating it as a business question, it would seem wise for the United States to consider these matters in the light of the best possible advantage to themselves and not allow their sympathy to run away with their common sense.

"If Cuba is destined to continue an annoyance under any form of Spanish rule, whether under control of the present insurgent population or any other Spanish element, the United States must certainly take a hand in the matter.

"The war will certainly drive Spanish control from the Western Hemisphere, but we must see to it that Spanish methods are banished as well."

Radically Changed Conditions.

Ellison A. Smyth, president and treasurer Pelzer Manufacturing Co., Pelzer, S. C.:

"Events that have transpired within the last three months appear to have radically changed the relations existing between the United States and the other countries of the world. The policy of isolation that has governed this country for over 100 years will most probably be abandoned, and our destiny, it seems to me, is to take a prominent and ruling position in the affairs of the world in future. I believe the United States are destined to be the greatest manufacturing country of the world, and to support her foreign standing among nations, and to extend her large manufacturing interests, which demand or rather necessitate new markets, will call for the building up of a large navy, merchant marine and maritime acquisitions, such as naval and coaling stations.

"If the fortunes of war place the United States in control of the Philippine Islands and Porto Rico, it would be in line for the extension of our manufacturing industries for this country to retain control over those islands and not release them to any other country.

"As to the building of the Nicaragua canal, I consider that a foregone conclusion. This enterprise has gained in our country every year a greater confidence and support, and is strongly endorsed by the National Association of Manufacturers, and the necessity for this canal is now plainly shown by the war with Spain in which we are now engaged, and I hardly think it necessary to say a word more in support of that scheme. The Nicaraguan canal should be built as promptly as possible."

In Behalf of Commerce.

Wm. A. Courtenay, Newry, S. C.:

"I am in favor of building a canal at the most available point to connect the Atlantic and Pacific oceans, through which a very large part of the commerce of Western Europe and all of the North and South American Continents would find it advantageous to pass to and fro.

"A country with many thousands of miles of seashore, with a far-reaching commercial future, imperatively demands

such a navy as will be required to protect and extend its ocean business.

"After reading Mr. Bigelow's graphic description of army mobilization, I defer my expression of opinion as to Cuba, Porto Rico and Philippines."

Doubts About the Islands.

Stewart Phinizy, president the Augusta Factory, Augusta, Ga.:

"From a business standpoint solely I by all means think the Nicaraguan canal should be built, and we should have a navy second to none in the world. I have serious doubts as to what to do with Cuba, Porto Rico and the Philippine Islands after we get them. Those people have been so long turbulent it will require a large standing army in each place to keep them in subjection, which, of course, will be an item of great expense to our government. The climate does not suit our people. Take it all in all, I should think if the end was accomplished the moment that we made them free and allowed them to govern themselves, our enterprising people would have become citizens, and the result would be more satisfactory, in my opinion, than under the control of our goverment."

Self-Evident Necessity.

Henry Fink, president Norfolk & Western Railway Co., New York, N. Y.:

"I regard as self-evident the necessity of building and controlling the Nicaragua canal by the United States government, and that recent events have rendered it unnecessary to advance any arguments in support of the proposition that this country should have a stronger navy. As to the important questions whether the United States should hold and develop Cuba, Porto Rico and the Philippine Islands, I am unable to form an opinion, not being sufficiently familiar with the conditions of affairs in those islands and the character of their inhabitants."

For Guaranteed Bonds.

Burnham, Williams & Co., Baldwin Locomotive Works, Philadelphia, Pa.:

"We are of opinion that the United States should secure the construction of the Nicaraguan canal by guaranteeing the bonds to a reasonable amount of a construction company organized to build the canal, and such guarantee to be applicable only when the canal is absolutely finished and available for service. We think it will be evidently the policy of this government to establish and maintain in the future a strong navy. We believe that Cuba and Porto Rico should be held by this government in such manner as may be practicable and politically expedient. We are not ready to express an opinion as to holding the Philippine Islands."

Pregnant With Promise.

D. B. Dyer, president Augusta Railway & Electric Co., Augusta, Ga.:

"It seems obvious to me that our government must build the Nicaragua canal if the advantages it will be to us as a nation are fully realized.

"We are entering upon a new era, and if we expect to take our place among the foremost nations of the earth and sell our products to the world, we need a great navy in keeping with our national importance.

"I believe we should hold and develop our new possessions. The opportunities now opening to us for trade and commerce are world-wide, and the future seems pregnant with golden promise for most extensive trade. Patriotism is awakened. Already the sons of the North and South stand under the stars and stripes touching elbows in this conflict, and sectional animosity heretofore existing is entirely wiped out.

"I do not wish to exaggerate, but it seems to me that this already great country has a most magnificent destiny, in which, by the building of the Nicaragua canal, the South is to reap the greatest possible advantage. There is bound to come a revolution in the trade of this country in which the merchants and manufacturers will enjoy the greatest opportunity they have ever had. I look to the future with confidence that this will be one of the greatest nations on earth."

To Encourage Shipbuilding.

H. J. Davis, Davis Sulphur Ore Co., New York, N. Y.:

"I have for many years entertained the opinion that the United States should build the Nicaraguan canal, and think the appropriation should be sufficiently large to enable the canal to be built quickly.

"It is my opinion that the United States government should establish a strong navy, with not less than twenty-five of the largest and best-protected battleships, carrying the heaviest guns known to modern warfare; of these, ten for the Pacific coast. Besides, we should have fifty extremely fast armored cruisers and thirty or forty of the largest type of monitors.

"I unhesitatingly believe that it is the duty of the United States to hold and develop Cuba, Porto Rico and the Philippine Islands, as well as Hawaii. Also that we should buy all of the other islands in the West Indies that we can obtain at a reasonable price.

"In order to induce shipbuilding, the United States should pay a bounty of a certain amount per ton for all steam vessels built in the United States to be sailed under the United States flag, this bounty to exist for not exceeding five years, and the amount of the bounty to be decreased each year. This would give us a lot of commercial vessels, all of which would be built within a comparatively short time."

Old Questions to the Rear.

T. W. Pratt, president and secretary West Huntsville Cotton Mills Co., Huntsville, Ala.:

"I think the Nicaraguan canal should be built by the United States, and in the earliest possible time. I think no sane man would for a moment question this. I am also very much in favor of taking Cuba, Porto Rico and the Philippine Islands and holding them as part of our country. To do this it will necessitate the establishing of a strong navy, which I consider, and I think everyone who has studied the present situation has considered, is very important to this country. I believe these several questions are going to be the foundation for new political parties in this country, and all other questions that have been interesting us in the past will be secondary."

Effects Upon the South.

J. W. Tullis, Jr., president Tullis Hardware Co., Montgomery, Ala.:

"We believe that the United States should, after the war is over, hold and develop Cuba, Porto Rico and the Philippine Islands. We firmly believe that the end of the war is now in sight, and feel very proud of the showing and strength exhibited by our matchless fighting sea vessels, and it is our opinion that unless matters change materially from the way they look today that the war with Spain has been the best thing that could have happened to our country.

"As far as the benefit that will come to our section is concerned, we do not look for this at once, but think that at some later day we will feel the good effects of what we believe is now nearing an end. The large number of people who have hitherto been unacquainted with the South and her resources have, since the beginning of the war, seen what we have in this section of the country, and we believe that after peace is restored a good many of them will linger with us and assist in the upbuilding of the richest section of the United States, which to a degree lies unhidden.

"As for ourselves and the business outlook, we feel very hopeful, and expect a good business the coming season."

The Only Answer.

F. O. Moring, secretary and treasurer Caraleigh Mills Co., Raleigh, N. C.:

"As to the building of the Nicaraguan canal, we will say that the trip of the Oregon proves conclusively that this canal should have been already completed. We have always thought the United States alone should build and control this canal. You ask shall we establish a strong navy. The only answer to this question is, yes, and the strongest in the world, as we are able to do it. As to holding and developing the islands you name, will say that we have always thought Cuba especially, and Porto Rico probably, should be a part of the United States. As to the Philippines, we hardly think it advisable for them to be owned by the United States, as the cost of fortifying and keeping a sufficient force on the islands strong enough to protect them would probably be more than they are worth."

Time to Decide.

J. A. Fay & Egan Co., woodworking machinery, Cincinnati, Ohio:

"We believe that the United States should build the Nicaraguan canal, and it should be under its absolute control, as it would be a great advantage to our country in many ways. A first-class merchant marine requires a strong and powerful navy to protect it, so that the United States should at once establish a navy equal to any in the world. In regard to whether we believe when the war is over we should hold and develop Cuba, Porto Rico and the Philippine Islands or turn them over to the insurgents, would say that time must develop what is the best course to pursue, but at the present it should be the policy of the United States to hold the islands, as, if they are to have a navy, they must have coaling stations and headquarters in different waters so as to protect their interests in those markets."

Keeping Step With the Age.

N. F. Cherry, president Cherry Cotton Mills, Florence, Ala.:

"'Should the United States build the Nicaraguan canal?' I answer emphatically, yes. The pity is that it was not built long ago. Should we build a strong navy? Answer, yes. But just how strong such navy should be established depends much on whether the United States should hold and develop Cuba, Porto Rico and the Philippine Islands or turn them all over to the insurgents. In the first instance we would require and should have a magnificent navy, the best in the world. In the latter instance we could do well with much less navy, but should have more merchant ships. To keep step with the age of progress and religion we should develop and hold all we get honestly."

To Hold as Colonies.

H. R. Duval, president Florida Central & Peninsular Railroad Co., New York, N. Y.:

"In answer to your query, 'Should the United States build the Nicaragua canal?' Yes; it is imperative that we should have a short waterway from the Atlantic to the Pacific. 'Should we establish a strong navy?' Yes; and also a strong army, to command respect at home and abroad; and to your query, 'Do you believe that when the war is over we ought to hold and develop Cuba, Porto Rico and the Philippine Islands, or should we turn them over to the insurgents?' We should hold them as colonies, but not admit them as territories or States until their population has become American in the Anglo-Saxon sense."

Men and Money at Hand.

Geo. A. Gray, president The Avon Mills, Gastonia, N. C.:

"In our opinion, the United States should build the Nicaraguan canal, and when the war is over the United States should hold and control Cuba, Porto Rico and a part of the Philippine Islands, and allow England to come in and share a part of the Philippines; and as for the navy, we should never think of stopping until we have and control the largest and best navy in the world. We certainly have the money to build it, and most assuredly we have the men to manage it."

Unprepared for Expansion.

George C. Cook, of Adam Cook's Sons, Albany Lubricating Compound & Cup Co., New York city, N. Y.:

"We emphatically declare that it is the duty of the United States to build the Nicaragua canal and further the advancement of our country in all its interests. The conditions prevailing as established by our anticipation in the present war makes it necessary for the prosperity and safety of our country to maintain a strong and large navy. In response to your third question, 'Do you believe that when the war is over we ought to hold and develop Cuba, Porto Rico and the Philippine Islands, or should we turn them over to the insurgents?' we would state that we do not believe it would be wise for the United States government to hold and develop these various islands, but turn them over to the insurgents or sell them to the highest bidder, retaining only a sufficient portion of each for coaling stations.

"We believe it very unwise for the United States government to begin at this time a policy of territorial extension. We do not think that our country is prepared for such large undertakings any more so than we were prepared for the undertaking of the present war, and not until such time arrives should we consider territorial extension. We need all our resources for home development for many years to come, and believe in the old adage, 'Charity begins at home.'"

In the Affirmative.

A. D. Kelley, Kelley, Maus & Co., iron, steel and heavy hardware, Chicago, Ill.:

"Should the United States build the Nicaraguan canal? Yes, in our opinion, we should. Should we establish a strong navy? By all means, and as early in the future as possible. In our opinion, should we obtain possession of Cuba, Porto Rico and the Philippine Islands, we should hold and develop the two former, and return the Philippine Islands to Spain. Hoping that our brief reply will answer your purpose, which we believe to be the opinion of all good American citizens, we remain, etc."

For a Cuban Protectorate.

W. J. Kincaid, president the Griffin Manufacturing Co., Griffin, Ga.:

"I firmly believe that the United States government should build and control the Nicaraguan canal without further delay.

"I advocate our government building and maintaining, as soon as possible, a navy second only to that of England's.

"At the close of the present war with under protection of the United States,

Spain, I favor the independence of Cuba provided material can be found on the island to maintain a just and wise republican form of government. I favor the acquisition of Porto Rico as a war indemnity, to be used as a naval outpost. But I do not believe the best interest of this country would be served by holding the Philippine Islands, as these islands are too far from home and would require a large and expensive army to maintain control; besides, no doubt sooner or later this would lead to complications with European or Eastern powers.

"I also advocate the increase of our regular army on a peace footing to 100,000 men."

A United Firm.

Berger Bros.' Co., tinners' hardware, roofers' supplies, Philadelphia, Pa.:

"Our president, Wm. H. Berger, is in favor of building the canal; also establishing a strong navy, and that we should hold Cuba and Porto Rico. Our secretary, Wm. Barth, is in favor of the first two items, and should hold the Philippines, also Porto Rico. Our treasurer, G. B. Geiser, is of the same opinion."

On Business Principles.

H. B. Cohe & Co., light, heat and power machinery, New York, N. Y.:

"I beg to say that I am heartily in favor of the United States building the Nicaraguan canal if it could be done on strictly business principles; that is, simply costing the government its face value. I feel that the canal would render a very good dividend at a proper cost.

"Regarding a strong navy, I do not think there is any question on this point, for the simple reason that our present war indicates that we have a very great amount of coast to cover, and I do not think it possible to get a navy too strong. It will be very expensive, but as wars are not at all out of date, it, to my mind, is a very important interest.

"Regarding the holding of Cuba, Porto Rico and the Philippine Islands, would say that the only satisfaction to be gotten out of this would be by the United States holding them. I do not feel that the insurgents in any of the countries are sufficiently well organized to protect the various interests at stake."

For a Cautious Policy.

Theo. Ahrens, Jr., general manager the Ahrens & Ott Manufacturing Co., Louisville, Ky.:

"The United States should complete and control the Nicaraguan canal at a cost, if necessary, far in excess of any sum conservative men would have agreed upon before problems contingent upon war emphasized the value of the service the canal would render.

"'Should we establish a strong navy?' is a question concerning which doubt has almost been swept away by the necessity of extremely cautious movements, as a factor of safety to ourselves, in coping with an eighth-rate power.

"We should handle the Philippine Islands only as a source of war indemnity. Should future developments indicate such a course, the islands should be sold to a foreign power in order to avoid the chances of international complications in accomplishing the same result by methods requiring a long period of time.

"With regard to Porto Rico and Cuba, it is perhaps too early in the game to say with good judgment what disposition of them will be best.

"Aside from the question of war indemnity, the voice of the United States will no doubt in any event be necessary to prevent persecution of Spanish residents of Cuba, and confiscation of their property by the insurgents.

"The annexation of Cuba would be a good move were the Cubans agreeable, but to court the chances of repeating Spain's course, in any degree, as a means of subjection, would be poor policy.

"Was the present war one of conquest our course would be clear, but as it is one the avowed intention of which is to check inhuman treatment, a solution of these questions in keeping with the spirit of the war is difficult to arrive at."

Vast and Profitable Business.

Inman & Co., Augusta, Ga.:

"We think that the Nicaraguan canal would open up to the United States a vast and profitable business. We think that the establishment of a strong navy by the United States would insure such protection to the merchant navy that the United States would take the position they should have occupied long ago in the merchant navy of the world.

"To develop Cuba we think that it would be necessary for the United States to drive out, first, the Spaniards; second, the Cubans, and third, yellow fever, and then induce civilized immigration.

"We do not see of what eventual benefit Porto Rico would be to the United States. We do believe that the Philippine Islands would be of immeasurable benefit to the United States in maintaining a strong naval position."

No Alliance Necessary.

Albert W. Walburn, president and treasurer Walburn-Swenson Co., engineers and iron founders, Chicago, Ill.:

"We should wake up and build the Nicaraguan canal, establish a strong navy, annex the Hawaiian Islands, and when we get Cuba, Porto Rico and the Philippines, hold and develop them. But have nothing more serious in the way of the much-talked-of alliance than what we now enjoy by the ties of blood and our greatness as a nation, which will be the best guarantee for fair treatment always all around."

Would Not Seize Cuba.

W. T. Maginnis, secretary Maginnis Cotton Mills, New Orleans, La.:

"It has always been our opinion, long before the present war was thought of, that the Nicaraguan canal should be built, giving the eastern and southern section of the United States quick communication with the Pacific, which would be of inestimable benefit to the entire South, especially to the city of New Orleans. The advantages of the canal in war times has been clearly demonstrated by the recent long trip of the Oregon from the Pacific coast to join the Atlantic squadron. There is no question that we should have a very strong navy, with our long and exposed seacoast. The necessity of a first-class navy was shown by the present war. If our navy had been twice as strong as it is there would probably never have been any war. Do not think we should retain Cuba after the war, as the Congress stated before was was declared this would not be done, but Porto Rico and the Philippine Islands should be retained at least until all costs of the war have been paid by Spain."

Against Small Politicians.

N. C. Elting, cashier the First National Bank, Florence, Ala.:

"I am strongly in favor of building the Nicaraguan canal at once. The recent long and perilous trip of the great warship Oregon ought to convince every reasonable man of the paramount importance of the Nicaraguan canal. In my opinion, this government ought to spend at least $400,000,000 in building a navy and coast defences.

"When the war is over I am in favor of holding and developing Cuba, Porto Rico and the Philippine Islands. I also favor the acquirement of coaling stations at all necessary points, in order to be prepared for future emergencies.

"Small politicians have held sway too long. I believe the people ought to assert their rights and insist upon carrying out policies commensurate with our importance and greatness, and so essential for the protection and welfare of our beloved country."

Other letters favoring the building of the Nicaraguan canal and the enlargement of the navy are from H. W. Hoyt, secretary of the Gates Iron Works, Chicago, who favors the holding of Porto Rico and the turning over to the insurgents of Cuba and the Philippine Islands, the United States retaining certain naval stations; from W. S. Mallory, treasurer of the Louise Mills, Charlotte, N. C., favoring the holding and development of the Spanish possessions and filling them up with the people of the United States; from O. A. Dunson, president and general manager Dixie Cotton Mills, La Grange, Ga., who would hold the islands and put the insurgents to work; from C. V. Truitt, treasurer of the same company, who would "hold everything we can get;" from L. Lanier, president of the West Point Manufacturing Co., West Point, Ga., who favors the owning by the United States of Cuba and Porto Rico and holding the Philippines as collateral for a war debt, and from T. L. Wainwright, Stonewall, Miss., who would hold and develop the Spanish possessions that may be seized.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., June 14.

While the market is not demoralized, it is devoid of steadiness and strength. This condition is not due to market conditions. These is themselves favor at least steadiness in values. But the break up of the combination formed in the interests of the furnaces and to protect values produced an interregnum in the market and led to concessions offered by some sellers who did not wait for the buyers to demand them. Of course, the news was quickly flashed and the concessions had to be met. Lower prices were then offered and profits reduced to the vanishing point. Our last letter quoted market as barely steady on a basis of $7.25. Before letter was printed it was $7 for outside, with whispers of sales at $6.90 and even down to $6.75. Those in the market are doing very little talking as to prices, except to assert they are making no material concessions. This is a quasi admission that quotations are not maintained. With some interests declaring they are refusing all business on basis of $7, and are consequently booking no orders, while others are taking business at prices that are practically private, it is hard to escape the conclusion that prices are "wobbly" and quotations don't count at present. The remedy is anxiously sought and the problem for its evolution is a very difficult one. It may be that it will be found finally in the concentration under one management of furnace interests. As things are now, the cost of pig iron is anything but uniform to all the interests, the difference between the extremes equalling a profit to the interest most intelligently and economically managed.

The market the past week can be reported as unsettled at lower values, with a light demand. The orders are as a rule for small lots. The outgo on old orders continues free and would be greater but for the government's demand for transportation. This absorbs a big chunk of cars usually reserved for shipments from this district.

The export trade the past week was confined mainly to inquiries. No vessel room could be had, and consequently no trades were made. The inquiries were lively and for good-size lots. In warrants there was a light inquiry and transactions were nominal. You might call the market nominal.

We have for a considerable time counted the Chicago district as among our best customers for iron. But very few had any idea that for months past we have been steady buyers in a small way of certain iron ore at Chicago. The trade has increased considerably of late, and recently one sale was made to an interest here of several thousand tons of Messaba ore. This quality of ore, on account of its low phosphorus, was desirable in the production of certain grades of finished iron, and we had to have it.

The new nut and bolt works is now under roof and has commenced receiving its machinery. By the 1st of July it expects to be fully equipped and ready for business. It starts with orders booked for ten carloads of its product for the fall trade and it is greatly encouraged at the prospects for a profitable business. It wants to correspond with some of the paper-box manufacturers who advertise in the Manufacturers' Record in relation to boxes for packing carriage bolts, etc.

The conduct of the war in Cuba and its duration are inducing a keen interest on the part of those interests engaged in sugar work. The machinery and material used in sugar produced must be replaced on the advent of peace when capital and intelligent effort combine to repair the waste made by war. J. M. K.

"The Power of the President to Sign Bills After the Adjournment of Congress," a thoughtful article by Mr. E. I. Renick, a prominent attorney of Washington, D. C., has been reprinted from the American Law Review. Mr. Renick discusses clearly the bearings of the four occasions in the time of President Monroe, President Lincoln and President Cleveland and the celebrated Weil case of 1894, when the question was discussed, whether the President can sign bills, Congress not being in session. Several cases are cited, and it is pointed out that the difficulties surrounding the question have led some States to adopt constitutional amendments conferring upon the executive the privilege of signing bills when the legislature is not in session; but this, Mr. Renick contends, is not sufficient to justify the stretching of the constitution, and he intimates that it might be contended, on the other hand, that certain serious evils might be corrected by adhering to the old-established practical construction of the constitution as leading to closer co-operation of the President and Congress, and he argues that, under the influence of this theory, it is safe to assume that rules will be again formed by Congress to obviate the dumping upon the President a mass of ill-digested bills at the end of a session, and that the practice will be revived of the President visiting the Capitol on such an occasion to aid in expediting legislative matters.

It is announced that the increased demand for sulphur caused by the present war may lead to the development of deposits of sulphur in the Guadalupe mountains, north of the Texas & Pacific Railroad, in Texas.

Mr. M. Gavin is endeavoring to form a permanent organization of the citizens of Memphis, Tenn., to aid in the development of its manufacturing industries and in its commercial interests.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

More Southwestern Lines.

In addition to the railroad companies referred to recently in the Manufacturers' Record as under construction in the Southwest, several additional charters have been granted which will probably increase considerably the new mileage already estimated.

It is announced in a dispatch from Topeka, Kans., that Kansas City people are at the head of a scheme to build a railway from Peru, Kans., to Galveston, to be known as the Gulf, Chickasaw & Kansas Railway. The directors named are B. S. Henderson, I. E. True and M. P. Freligh, of Kansas City, Kans., and G. W. Fitzpatrick, George I. Walls, C. R. Martin and S. C. Douglas, of Kansas City, Mo. The capital stock of the company will be $1,500,000. The route of the road as designated by the charter is to be from Peru south through Oklahoma and the Indian Territory to Grayson county, Texas, and thence in a nearly direct line to Galveston. The estimated length will be 575 miles, and the charter provides that it may be bonded up to $15,000 per mile constructed for operation. The business offices are to be at Kansas City, Kans., and Denison, Texas.

The Gulf, Texas & Northern Railroad Co., which is also promoting a line between Orange and Marshall, Texas, 165 miles, has elected officers and directors as follows: S. W. Sholars and George Bancroft, of Orange, Texas; L. W. Lloyd and J. Lake, of Marshall, Texas; John B. Mesney, D. C. Plum and C. W. Higgin, of Chicago, Ill. L. W. Lloyd, of Marshall, becomes vice-president; W. W. Reid, of Orange, Texas, will be treasurer. The stockholders authorized the issue of bonds not to exceed $3,000,000.

Western of Alabama Improvements.

In a letter to the Manufacturers' Record relative to the improvements being made by the Western Railway of Alabama at Montgomery, Mr. George C. Smith, of Atlanta, Ga., president of the company, writes as follows: "The new shops of the Western Railway of Alabama have been completed and turned over by contractors. They consist of a machine shop 115x100 feet, boiler shop 50x80 feet, blacksmith shop 50x80 feet, general office building, two stories, 40x50 feet, with storehouse annexed, one story, 40x70 feet. Total cost of shops, including new engines, boilers and yard tracks, about $40,000. Plans are now in course of preparation for the new office building and warehouses of the Western Railway of Alabama at Montgomery, and they will be placed under construction for completion about October 1, 1898."

Chesapeake & Ohio Earnings.

Relative to the possibility that the Chesapeake & Ohio Railroad Co. might declare a dividend, a Cincinnati dispatch quotes President M. E. Ingalls as saying: "The Chesapeake & Ohio Railroad for the fiscal year ending June 30 next will undoubtedly show that it has earned a dividend upon its stock, but I doubt if our directors will consider its payment, as I think they would prefer to wait another year, for when we start paying dividends we want to continue. We are also anxious to strengthen the value of our bonds. Our 4½ per cents are now selling at about 84, and they ought to be at par, and it seems to be the impression of many of our people that it will strengthen the bonds more to keep the money in the treasury than to pay a dividend at present."

Nashville's New Depot.

A recent decision of the city council of Nashville, Tenn., in favor of the terminal railroad bill, as it is termed, insures the erection in that city of a union depot, which will be one of the finest in this country. The improvements will also include two steel viaducts and three freight sheds. It is calculated that the Louisville & Nashville Terminal Co., which is to build the structures, will expend $1,650,000, of which one-third will go for the union station. The main building will be five stories high and will measure 167x167 feet. The train shed extends southward from the rear of the main building. This steel shed will be 240 feet wide by 500 feet long, and will have a clear arch span of 200 feet without posts or pillars, covering eleven tracks. The tower on the station proper will be 25x25 feet and 219 feet high. The building will be 190 feet in heighth.

Railroad Notes.

Mr. J. D. Sinclair has been appointed commercial agent for the Plant system at Jacksonville, Fla. F. W. Boyer succeeds Mr. Sinclair as local freight agent.

Mr. H. G. Wilson has been appointed assistant general freight agent of the Kansas City, Fort Scott & Memphis Railroad Co., with headquarters at Kansas City, Mo.

The Mobile & Ohio Railroad Co. has began the operation of freight trains on its division between Montgomery, Ala., and Columbus, Miss., and has increased its force of employes at Montgomery.

The Commercial Club of Dallas, Texas, has again taken up the matter of building another railroad between Dallas and Fort Worth. At a recent meeting of the club the matter was discussed and a committee appointed to assist in promoting the enterprise.

A dispatch from Memphis, Tenn., states that the cost of improvements to be made by the Illinois Central Railroad Co. to its yards at that city will be fully $125,000. The yards will be enlarged to accommodate at least 1200 more cars. Sidings will be laid down which, it is calculated, will hold at least fifty cars each.

Half Hours with Christ. By Thomas Moses. Publishers, the American Baptist Publication Society, Philadelphia.

A woman who had lived as a missionary in China finds herself suddenly, upon the death of her husband, called to give minute heed to the training of a son and a daughter in mid-youth. Her perplexities are solved by adapting to the education of the children and their friends the methods which she had begun among the higher class of Chinese students, her main purpose being not so much to transfer their minds to the days of Jesus in Judea and Galilee, but to bring them into touch with the life and character of Christ. There is considerable fact as a basis for this entertaining fiction, which is both happy and helpful.

Mr. Frank Karuth, F. R. G. S., of England, has written a pamphlet describing the opportunities for gold mining in the Philippines. He also treats of copper and silver, and intimates that, while the coal which up to the present time has been found in the islands is lignite, there is no reason why true coal should not be eventually found, inasmuch as the geological formation of the Philippines has much in common with that of Japan.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

Terminals at New Orleans.

It is understood that the plans of the Texas & Pacific Railroad Co. for enlarging its terminals at New Orleans are to be carried out in the near future. The Manufacturers' Record announced several weeks ago that the company would construct another elevator; also additional warehouses and wharves on its property opposite New Orleans. It is stated that engineers are about to lay out the sites for these structures. A dispatch from New Orleans commenting on the matter is as follows:

"There is every indication that the Goulds have set about an entirely new policy with reference to this port and its development. Some of the officials state that orders have recently been awarded to the Rogers Company for the manufacture of twenty-five new 10-wheel engines, these to be used in bringing business into this port. These engines will bear the name of the Missouri Pacific & Iron Mountain road, but their necessity has been forced upon the company on account of the plans for the development of the Western business here.

"The Gould lines, indeed, have been systematically preparing for business from this port for the past few months. Since November the Missouri Pacific road alone has given orders for the building of new freight cars, and 15,000 tons of new steel rails have been bought. All of this is investment showing that the company is preparing to get into shape for more business.

"Mr. Gould stated, when in the city, that this was the only port the road had, and that it was greatly to be desired that immediate improvement should start. He pointed to the fact that the eyes of the great West are turned now towards this city; that all lines are concentrating their business here, and that his roads would do the same as soon as they could get into the proper position."

Another report from New Orleans is to the effect that the New Orleans & Western Railroad Co. is about to begin work upon the additional elevator and wharves at Port Chalmette, La., which, with other improvements, will cost about $1,000,000. It is understood that they will be completed as soon as possible.

Baltimore's Foreign Trade.

Mr. Gilbert Fraser, British consul for Maryland and vicinity, has made a report to his government which contains some interesting facts relative to exports of steel from Sparrow's Point and the business of Baltimore. Referring to the shipments of rails to India which were noted several months ago in the Manufacturers' Record, Mr. Fraser states that in 1897 the first shipment of American steel rails to India was made, and the shipment went from Baltimore to Calcutta. These rails were made in the steel works in the vicinity of Baltimore; they were of the T pattern and were reversible. The value of the shipment of rails to Calcutta was $132,000, and the value of the fittings that went along was $7000. Baltimore also sent rails to South Africa last year. The value of this shipment was only $31,500, but it was among the first to be made from the United States to that part of the world.

Consul Fraser notes that the imports at Baltimore are steadily decreasing in proportion to the exports. This decrease has been going on since 1891, although 1897 showed an increase of $900,000 over 1896. The wholesale clothing trade, he estimates, improved fully 25 per cent. last year. Baltimore has $6,000,000 of capital invested in this business, giving employment to 12,000 employes and paying them annually $2,250,000. The four large boot and shoe factories of the city are capable of turning out about 100,000 pairs each per year. The cattle export trade started in 1879, when 2675 head were sent abroad from this port. Last year 58,003 head were shipped.

The export business of Baltimore, including all articles exported, has increased, according to Mr. Fraser's information, nearly threefold since 1885. This increase in the total value of exports may be traced largely to the immense increase in grain shipments. There were also notable and substantial increases in the volume of provisions, lard, illuminating oil, copper and tobacco sent to the foreign markets.

Terminals at Norfolk.

A dispatch from Norfolk, Va., announces that John Carstensen, of New York, has purchased property on the water front at the mouth of Ohio creek. The location is one of the best on the harbor for terminals, and as Mr. Carstensen is secretary of the Norfolk, Virginia Beach & Southern Railroad Co., it is understood that the property is really purchased in the interest of this corporation. The Manufacturers' Record recently referred to the extension which the company has completed to Munden Point, Va., which is operated in connection with several steamboat lines. It is understood that the railroad will use the property purchased to give it tidewater terminals of its own. By the construction of warehouses and piers, steamers for New York and other Northern markets can load direct from cars. The section reached by the Norfolk, Virginia Beach & Southern Railroad Co. gives it a large freight traffic in fruit, vegetables, fish and other products which are sent to New York in large quantities.

Exports at Galveston.

The railroad companies and shipbrokers of Galveston have recently had several conferences with a view of improving the facilities for handling export business at that point. It is understood that as a result of this conference the Galveston Wharf Co. will build another pier, 100x800 feet in size, to accommodate four ships at a time, for the exclusive handling of cottonseed products. This traffic alone, it is estimated, amounts to about 10,000 cars a year. It will also provide warehouses for the storage of cotton and other products.

Representatives of the steamship lines have agreed to take cotton immediately from the cars, so as to avoid all delay possible. It is believed that, with the additional wharf frontage, cargoes can be loaded in a much shorter period than heretofore.

A New Steamship.

The Lord Line of steamships, plying between Baltimore and Great Britain, has received an addition, which is called the Lord Dufferin. The new vessel was built by the Palmer Shipbuilding Co., of Newcastle, England, and is of the following dimensions: Length over all 425 feet, breadth 48.6 feet and depth 31.6 feet. The vessel is rigged as a fore-and-aft schooner, is one of the three-deck type, and is built to take the highest class in Lloyd's Register. The upper and main decks are of steel all fore and aft, and the poop, bridge and forecastle decks are of wood. The space under the bridge is left clear for cargo and bunkers, and

accommodation for the captain, officers and engineers is provided in steel deckhouses. Her engines develop nearly 3000 horse-power, and she can maintain a speed of thirteen and one-half knots an hour. She is designed for 7100 tons cargo weight.

More Land for Terminals.

It is reported that the New York, Philadelphia & Norfolk Railway Co. has obtained exclusive control of property in Norfolk, which is located between Granby street and the water-front. The company now uses a portion of the property for passenger and freight traffic, but, it is reported, will erect additional wharves and warehouses. The price paid for the property was $110,000.

Jottings at the Ports.

In addition to shipments of steel rails from this country for the Siberian Railroad, exports of metal work, such as boilers and machinery, are also en route. A vessel recently cleared from New York for Vladivostock with twelve locomotives as a portion of her cargo. They will be used on the railroad in question.

Arrangements have been made for a new line of steamers at New Orleans, which will run directly between that city and Genoa, Italy. The steamers will load cotton, iron, staves, cottonseed oil and other goods for Italy, bringing fruit as a portion of the return cargo. It is calculated to maintain a monthly service at present, to be increased as business demands. Messrs. C. F. Orthwein & Sons are representatives of the company.

The board of dock commissioners of New Orleans has issued the following report for the month of May:

	Arrived.	Departed.
Steamships	100	98
Ships	...	1
Barks	7	3
Schooners	3	2
Total	110	104

Vessels arriving with cargo	37
Vessels arriving with fruit	31
Vessels arriving with ballast	42
Total	110
Vessels departing with cargo	90
Vessels departing in ballast	10

The Manchester (England) Ship Canal Co. is enlarging its facilities for handling ocean freight, and is erecting a number of large warehouses and docks, in addition to those now in use. It is also interesting to note that an American firm, J. S. Metcalf & Co., of Chicago, Ill., have secured a contract for constructing a grain elevator at Manchester docks of a capacity of 40,000 tons. This indicates the ability of American contractors to enter the English field successfully, following the example of American manufacturers.

Modern Machinery, of Chicago, for June contains an illustrated article from a London correspondent on the aerial torpedo system invented by Hudson Maxim, brother of the famous inventor of the rapid-fire gun. By this system he proposes to hit an ironclad with a half-ton of gun-cotton at a distance of nine miles; but the destructive results of a discharge do not depend entirely on accurate marksmanship, as an explosion in the water would, Mr. Maxim undertakes to demonstrate mathematically, sink the strongest ironclad within a radius of 140 feet.

There is an effort being made at Rockdale, Texas, for the erection of a cotton mill to cost from $50,000 to $75,000. A meeting to further the project was held during the week, and a temporary organization was effected to encourage the proposition and solicit subscriptions to a stock company. Among those interested are Messrs. L. Isaacs, W. R. H. Kennon, J. S. Perry, O. L. Moody, Henry Meyer, R. H. Hicks and C. H. Coffield.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Looking to the South.

The Merrimac Manufacturing Co., of Lowell, Mass., which has a capital stock of $2,500,000, with an aggregate of 158,480 spindles and 4400 looms, employing over 3000 hands, has for some time been looking into the advantages of the South for cotton manufacturing. Mr. J. W. Plead, the agent of the company, in a letter to the Manufacturers' Record, in reply to one asking if they had decided to move South, says:

"All that I can say is that in common with very many of our neighbors we are trying to find a way to the light, and have been investigating some of the alleged advantages of the South. We are satisfied on some points, and on others we are not. One of the things we are satisfied about is that even in the South really good locations for a large plant are scarce, and that all the advantages cannot be found in any one place, though it may not be possible to convince the owner of a patch of land that they may not all be found there. We ourselves do not as yet know what we may do."

The New York Mills, of New York Mills P. O., Oneida county, which has a capital of $1,000,000 and a mill having 75,000 spindles, has also, as stated in the Manufacturers' Record some weeks ago, been studying the advantages of the South. They write us as follows:

"We can only say that we have for quite a while back been investigating the conditions prevailing in that section, and as a result we hope some time in the not too distant future to erect a small plant either in Georgia or Alabama, but our plans are still too immature and uncertain to be able to give any information that would be of interest to the general public. The condition of war now existing has for prudential reasons obliged us to give up the prosecution of any plans we may have had until a more auspicious time."

Round Bales in Fire.

An impromptu illustration of the merits of the round cotton bale in case of a gin fire was given recently at Waco, Texas. While Mr. B. P. McDonald, one of the directors of the American Cotton Co., was exhibiting the Waco press to visitors the cotton in the condenser, bat-former and clear down to the bale was an entire sheet of flames. The gins were shut off, stopping the supply, the press continuing to run, baling apparently a sheet of fire instead of cotton. When the cotton was all exhausted from the bat-former and wound onto the bale the fire was all gone. The bale was then taken out and five or ten pounds of scorched cotton removed from it, the balance of it being rewound onto another bale, with no loss other than a few pounds of scorched cotton. In five minutes the press was again baling cotton.

A 860,000 Textile Plant.

Mr. W. J. Singletary, secretary of the Board of Trade of Pittsburg, Texas, writes regarding the proposed textile plant to be erected in that city. The plant will be a combined woolen, cotton and knit goods factory, and will cost, when completed, about $60,000. Of the capital stock, $20,000 will be taken by Pittsburg investors. Work on the plant will commence about July 1. Mr. T. C. Newly, of St. Louis, Mo., is the party with whom the contract has been closed that ensures the establishment of this plant, and he is to furnish $40,000 of the capital.

A Knitting Mill for Cedartown, Ga.

It is announced that a large knitting mill will be established at Cedartown, Ga., by Messrs. Edward S. Munford and George W. Wade, of Atlanta. It is proposed to manufacture underwear, and the contemplated capacity is 300 dozen garments daily. Work on the factory buildings will be commenced at once and pushed to an early completion. The new enterprise will charter under the name of the Juanita Mills.

A 10,000-Spindle Mill

The Paragon Mills, of Cedartown, Ga., has decided to put in at the start 10,000 spindles on mule frames, instead of 5000 spindles, as was at first intended. This new company has received its charter and placed orders for equipment of machinery. A. W. Birkbeck is secretary of the company.

Textile Notes.

The Board of Trade of Asheville, N. C., is negotiating with David Trainer, of Chester, Pa., for the establishment of a knitting mill.

The Buena Vista Woolen Mills, of Lexington, Va., are running a full force of operatives day and night to fill several government orders which were obtained.

It is stated that the Kincaid Manufacturing Co., of Griffin, Ga., will erect a $150,000 addition to its plant, to contain 400 looms, 6000 spindles, employ 200 people, etc.

Messrs. George H. Wade and E. S. Munford, of Atlanta, Ga., have decided to establish a knitting mill in Cedartown, and site for the enterprise will be selected at once.

The erection of a cotton mill has been about arranged for at Nacogdoches, Texas. Both home and foreign capital will be interested. B. S. Wettermark is mentioned in connection with the enterprise.

Messrs. Alexander Sprunt & Son, of Wilmington, N. C., will erect a new cotton pickery. The contract for the building for the pickery has been awarded to L. H. Vollers. The building will be eighty feet square, of brick.

Mr. Jonce L. Gardner, of Randolph, Ala., contemplates the establishment of a mill for the production of hosiery, men's half-hose, and is now corresponding regarding the equipment necessary. An equipment of ten machines is under consideration, and correspondence from manufacturers of knitting machines is invited.

The property of the Eagle & Phoenix Manufacturing Co., to which reference was made last week, was sold on June 7 by court commissioners in the city of Columbus, Ga., where the plant is situated. The plant was first sold for $500,000, and then the balance offered in four parcels, which included real estate, water-power, lots, etc. The property was bought by the committee representing the first-mortgage bondholders, Messrs. Joel P. Hurt, Paul Romare, Geo. H. Harrison, Joseph King, Henry Buist and John G. Ruge. In the reorganization Mr. G. Gunby Jordan, of Columbus, was elected president; J. U. Jackson, of Augusta, temporary secretary-treasurer, and Goetchius & Chappell, counsel.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., June 14.

The cotton-oil market is depressed, due to successive breaks in lard—a circumstance which has frightened off prospective purchasers, although no weakening on the part of holders is apparent. Not only has lard declined in price, but fats of all grades have dropped back, owing to a lack of trade, and midsummer dullness would appear to have arrived before its time. Cotton oil has not relatively declined in price, and, viewed from all standpoints, it would appear the situation is a waiting one solely. September options for lard, Chicago, have dropped to $5.82\frac{1}{2}$, and compound lard at this point to $4\frac{5}{8}$ cents. Tallow is easier and quotably lower, $3\frac{3}{4}$ cents being asked, with a slow market. It would be difficult to point out the exact cause of the drop, but speculative sentiment in allied lines has done much to disturb the market's course with regard to cotton oil. Exporters who but a short time ago appeared anxious to buy, notwithstanding the lower ocean rates, now defer important purchases in the hope of more favorable cotton-oil prices. The hot weather is responsible for the sale of several dock lots at easy prices, owing to the leakage of packages, a pressure to sell being the result in this respect. Compound-lard refiners are out of the market for the moment and awaiting developments, no negotiations for oil being under way. The strong statistical position of oil and the generally favorable market features outlined in our last report are practically unchanged, and the mills and holders in the main decline to release stocks unless at the higher quotations of a week ago. It is expected the French markets will be started toward the close of the present month or early in July. Atlantic crude has been sold—a few tanks—at 17 cents; prime yellow is quoted at $26\frac{1}{2}$ cents, July, and 27 cents, August; bleaching yellow is $26\frac{1}{2}$ cents, spot, and 30 to 31 cents for white; barrelled crude is selling in a limited way at $21\frac{1}{2}$ cents. The following are closing prices: Crude, 21 to $21\frac{1}{2}$ cents; crude, loose, f. o. b. mills, 17 to 18 cents; summer yellow, prime, 25 cents; summer, off grades, nominal; yellow, butter grades, 27 cents; white, 30 cents; winter yellow, 30 to 31 cents; salad oil, 31 to 32 cents, and soap stock, $\frac{5}{8}$c. to $\frac{3}{4}$c. per pound. Liverpool refined oil is unchanged at 16s. 9d. Exports for the week aggregate 5200 barrels, three-fourths of which is consigned to Marseilles. Arrivals for the week amount to 3950 barrels.

Nothing new in the market for cake or meal, prices and demand being unchanged. Stocks abroad are small and sellers remain very firm in their views.

Cottonseed-Oil Notes.

The exports of cottonseed products from Galveston to the Continent of Europe during the month of May consisted of 26,900,095 pounds of cottonseed meal and cake, valued at $238,850, and 383,603 gallons of cottonseed oil, valued at $73,904.

The stockholders of the Red River Oil Co., of Alexandria, La., met in that city last week and elected a new directory, who, in turn, elected the following officers to serve for the ensuing year: B. M. Bryan, president; W. C. Scott, vice-president; S. S. Bryan, secretary, and W. B. Turner, treasurer.

The Houston County Oil & Manufac-

turing Co. met at Crockett, Texas, on the 6th inst. A healthy condition of the company was reported and a dividend of 25 per cent. declared. The old board of directors remains unchanged. The officers of the company are S. S. Arledge, president; J. W. Hall, secretary, and Thomas Self, general manager.

The market for cottonseed products in New Orleans is quiet and steady, with values unchanged. There is some demand for export, mostly foreign. Receivers' prices are as follows: Cottonseed, $7 per ton (2000 pounds) delivered to the mills; cottonseed meal jobbing at the depot, $17.50 per short ton and $19.50 per long ton for export f. o. b.; cottonseed oil, 18 cents per gallon for strictly prime crude; in bulk, 16 cents, and 22 cents for refined oil at wholesale or for shipment; oilcake, $19.50 per long ton f. o. b.; linters—A, 3½ cents per pound; B, 3⅛ cents; C, 2⅝ to 3 cents; hulls delivered at 12 to 17½ cents per 100 pounds, according to the location of the mills.

President Butcher, in his annual report of the Southern Cotton Oil Co. for the year ending April 30, 1898, says that all the mills have been in successful operation during the year. The permanent investment account has been increased since last report. The treasurer's report shows net profits for the year of $239,035.81. It also shows financial condition on April 30, 1898, after providing for dividends due June 15, as follows: Assets—Cost of property, $198,724; prepaid insurance and discounts, $10,396; cash in bank and on hand, $145,486; bills and accounts receivable, $116,662; merchandise and supplies on hand, $819,004; less cash required for dividend, $80,000, making total assets of $3,001,274. Liabilities—Bills and accounts payable, $461,274; capital stock, $2,000,000; balance of undivided profits, $540,000; total, $3,001,274.

The fifth annual convention of the Oil Mill Superintendents of Texas convened in Dallas on the 7th inst. Mr. George Parkhouse, the president of the association, called the convention to order, and Mr. A. A. Vardell, the secretary, read the minutes of the last annual meeting. President Parkhouse's annual address was the next order of business. A committee on by-laws was appointed, and the finance committee audited a number of bills and declared the treasury of the association in a healthy condition. At the second day's session Mr. H. J. J. Thiessen read a paper on "The Operation and Maintenance of a Cottonseed-Oil Mill." The subject covered the remodeling of a mill so as to attain the highest point of efficiency and economy, operating and maintaining a plant, etc. Mr. Edward Connelly, on the "Operation and Maintenance of a Steam Plant," was a carefully-prepared paper, and was well received. The third day's session was devoted to applications for membership and the election of officers for the ensuing year. The officers elected were as follows: President, George T. Parkhouse, of Cisco; vice-president, R. H. Schumacher, of Navasota; secretary-treasurer, A. A. Vardell, of Dallas, all re-elected. The convention adjourned sine die.

Receipts of building material at New Orleans for the week ending the 10th inst. were as follows: Lumber 1,794,290 feet, shingles 187,000, laths 125,000, oak staves 302,800 and cypress staves 47,000. The total receipts of lumber for the season amounted to 62,801,000 feet, against 60,509,000 last year.

Subscribe to the Manufacturers' Record. Price $4 a year, or six months for $2.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., June 16.

A much better tone prevails in nearly every department of the local lumber market, and, notwithstanding the impediments to commerce under present war conditions, the lumber outlook is not by any means discouraging. The foreign export trade, which has been somewhat depressed on account of the advance in freight rates, shows more activity, as a corresponding decline in rates has set in. Both hardwood and yellow-pine shippers feel more encouraged, as there is a fair demand from European ports for oak and other woods, while for North Carolina pine the inquiry is quite pronounced. Receipts of lumber in the local market last week were quite liberal and stocks at the moment are generally well assorted. This refers especially to yellow and white pine, while in hardwoods the supply is in some cases light. The demand for air-dried yellow pine continues fairly active, with prices firm. Boxmakers, planing mills and yardmen have all been in the market during the week and purchasing liberally. The demand for white pine is fair, with the supply ample for all requirements, and values range steady.

Norfolk.

[From our own Correspondent.]
Norfolk, Va., June 13.

There is a fair volume of business reported in nearly every avenue of the lumber industry in this section, and as a rule all the mills here and at adjacent points in the State are well supplied with orders. There is a better offering of desirable tonnage at lower rates, and shipments have been much better during the present month. There is also a revival in the foreign business in yellow pine, owing to a reduction in freight rates, and the indications are that considerable foreign business will materialize during June and July. The demand for all desirable grades of lumber is improving, especially from Northern sources. There is an urgent demand for box lumber, while the recent advance in prices is well maintained. Planing mills are all busy, and some running overtime, while prices for dressed lumber are very firm at a slight advance in some cases. Boxmakers and other woodworking concerns are all busy, with orders sufficient to keep them fully employed. Freights are easy at $2.25 to New York, the last charter having been made at that figure.

Mobile.

[From our own Correspondent.]
Mobile, Ala., June 13.

There is very little activity here among shippers of timber, as vessels are very scarce and owners are not disposed to charter, except at exorbitant rates. In fact, both in timber and lumber the volume of business is very light, with no urgent demand from any source. Sawn timber is still quoted at 9 cents per cubic foot, 40-foot basis, while hewn timber is held at 11 to 12 cents per cubic foot, basis of 100 cubic feet, average B1 good. Cypress timber is in good demand at 6 to 9 cents per cubic foot, and hewn oak and poplar are dull, with no demand. The yellow-pine trade shows very little change, and while the demand is moderate, prices continue about steady, with stocks fully ample for all present wants. The exports of lumber during the past week amounted to 1,316,841 superficial feet, mostly to Central America. The total shipments of lumber from September 1, 1897, to June 11 amounted to 44,140,326 feet, against 55,774,101 feet last year. Freight rates on lumber to the West Indies are quoted at $7 to $9, Mexico $8 to $10, Rio Janeiro $16, River Platte $14.50 and coastwise $6 to $7 per thousand. Timber and lumber steamer rates to the Continent and United Kingdom are £6 to £6 5s. per standard; sail, hewn per load 33s. and sawn per standard £5 10s.

The Cypress Industry.

Among the various commercial woods of the country the manufacture of cypress is at this juncture playing a most important part. During the past decade the successful introduction of cypress has given this wood a standing of primary importance in the various markets of the country, and those engaged in its manufacture are now successful competitors with other woods. Scientific research on the part of those engaged in developing the cypress industry, the adoption of machinery best adapted for manufacturing purposes, a careful study of the various properties of the wood, and to finally place it on the market in a condition to overcome all objections on the part of the dealer and others in the trade places it among the most notable industries of the country. The holdings of cypress timber lands and mill property for its manufacture are mostly in the hands of men who have been long identified with the manufacture of wood products, in which they have reaped financial success. To successfully develop the industry the Southern Cypress Lumber Association of New Orleans and the Atlantic Coast Cypress Association of Georgetown, S. C., were organized, and through their instrumentality cypress lumber and shingles have been firmly established in the lumber markets of the country. The grading and inspection of cypress lumber is a feature carefully noted by these organizations, while their by-laws and rules govern and regulate shipments and sales.

[redacted]

cent publication in concise form compiled by Mr. Eben J. Marsh, entitled "Official Grading and Classification of Cypress Lumber and Shingles," is at the moment invaluable to investors and dealers in cypress. Mr. Marsh has grouped statistics, facts and conditions regulating cypress in a manner which indicates a bright future for the industry. The treatise closes with a report of the general market, its present tone, range of values and general prospects for an extension of trade. Under present conditions there is every indication of a prosperous trade in cypress lumber and shingles, the reports from the cypress belt being of a most promising nature, while stocks are well assorted and in no case excessive. With harmonious commercial conditions brought about by a return of peace, the future of this industry, as well as that of other commercial woods, seems at the moment to be brighter than at any period for some years past.

Lumber Notes.

Electric railway at Hampton, Va., is advertising for bids on furnishing 3000 white-oak ties. E. A. Semple, Hampton, Va., can be addressed.

The Bradley-Ramsey Lumber Co., of Lake Charles, La., recently closed a contract for over a quarter million feet of Calcasieu yellow-pine lumber to be delivered at the shipyards at Kittery, Me., and Boston, Mass. The same company furnished some time ago lumber for the decking of the Japanese cruisers under construction at Cramps' shipyard, Philadelphia.

A charter was granted last week to the North Texas Lumber Co., of Denton, Texas, with a capital stock of $10,000. The incorporators are J. D. Leeper, D. L. Painter and John Mahan.

The Decatur Lumber Co., of Iron City, Ga., a new corporation succeeding the Southern Supply Co. (and of which mention was made recently), is now ready to furnish Nos. 1 and 2 shingles and rough kiln-dried boards.

The Northwestern Arkansas Land & Timber Co., of Rogers, Benton county, Arkansas, was incorporated last week, with a capital of $150,000. The incorporators are James A. Reardon, W. R. Borders and J. A. C. Blackburn.

The Gardner & Lacey Lumber Co., of Georgetown, S. C., has recently finished the erection of its planing mill, which is now in full operation. The company has also added a logging plant, consisting of a "pull boat" and house boat, for releasing cypress logs from the swamps. With these additions to the extensive plant of this company the output will be materially increased.

All of the property of the Southern States Land & Timber Co., situated in Baldwin county, Alabama, and Escambia county, Florida, was sold on the 9th inst. at Daphne, Ala., and was purchased by C. F. Brent, of Pensacola. The property consisted of 330,000 acres of timber lands and the cutting right on 11,000 acres additional, with saw mills, stores, logs, lumber, etc. The price paid for the property was $199,570.

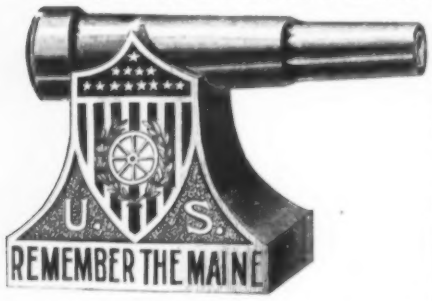
It is stated that Messrs. Doyle, Thicker & Doyle, who have been operating a sawmill plant at Olivet, S. C., on Black river, have purchased the Palmetto Cypress Co.'s site at Georgetown, S. C., and will at once begin the erection of a first-class saw-mill plant. It is the intention of the company to saw cypress and pine lumber of all grades and dimensions. The business will be incorporated under the name of the Wingate Lumber Co.

The Houston Post says that the month of May was the banner one in point of lumber shipments from Orange, Texas, the five mills having shipped over 13,000,000 feet during the month. The following are the monthly shipments of lumber by rail from Orange since January 1, 1898, and do not include the lumber sent out by vessel from Sabine Pass: January 611 cars, February 620 cars, March 755 cars, April 743 cars, May 682 cars, or a total of 3411 cars for five months, against 2632 cars for the same period in 1897 and 2669 cars for 1896.

MECHANICAL.

"Remember the Maine."

A neat paperweight and very appropriate in the present martial time, here illustrated, has been introduced by the Ludlow-Saylor Wire Co., of St. Louis, Mo. The article is a bronze casting, highly polished, and, besides making a very useful desk ornament, is calculated



to keep alive the patriotism of the people. The weight represents, as shown, a cannon resting on a carriage on which is the legend, "Remember the Maine," together with the United States shield. These paperweights are to be furnished the trade in as large quantities as desired. Write for prices.

Segment-Saw Cylinder.

The extensive and rapid growth of the cotton-manufacturing industry in the South has been the means of interesting machinery builders in new and more satisfactory machines used in the different branches of the cotton industry. An important attention which the raw cotton be readily and quickly removed from it without disturbing any of the other saws.

The cuts herewith show the different stages of procedure in replacing one or more segments of the cylinder. It will be easily seen that the process is exceedingly simple.

The first thing to be done, as shown in cut No. 1, is to remove the set-screws in the clamping collar; next (cut No. 2), turn the nut on the end of the saw-shaft one turn back, or until the segments are very slightly loosened between the space-blocks. With the aid of a pair of pinchers, as shown in cut No. 3, start one end of the segment to be replaced; then insert the new segment, gradually following up the old segment with the new one (see cut No. 4). Now push the two segments together, as shown in cut No. 5, and tighten up on the nut until the mark on the nut is opposite the corresponding mark on the shaft and replace set-screws (cut No. 6) and the work is completed—time consumed not exceeding one and one-half to two minutes.

No wedges, glue or other inconvenient attachments are required, and the cylinder is strong, durable and true, and claimed to be as much so as any cylinder composed of solid saws, and to remain so, with the additional advantage of being readily and quickly repaired when necessary.

The shafts in these cylinders are made of steel two and three-eighths inches in diameter. Space-blocks are made of iron accurately squared up, and the two segments composing each of the saws are made from the best English gin-saw steel, the several parts being put together in the best workmanlike manner.

For additional information address the sole manufacturer, the Brown Cotton Gin Co., of New London, Conn.

No. 1.—Take out set screws.

No. 3.—Start segment from its place.

No. 5.—Push the two segments together in place and tighten nut.

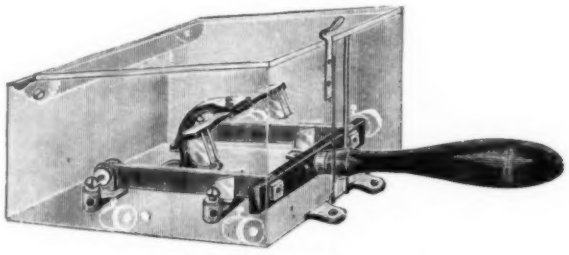
No. 4.—Insert new segment back of old and remove old segment.

No. 6.—Replace set screws and job is completed.

Arc-Light Knife Switch.

Among the many smaller appliances for which much use is found in electric-light and power plants is the arc-light switch, and the efficiency of this smaller part of the great whole assists in keeping the plant in complete condition and perfect readiness at all times.

In the arc-light knife switch illustrated herewith electrical-plant managers or superintendents will find a device that has been proven, by the satisfaction it has given many users, to possess points of merit not usually found in devices of this sort. This switch has no springs to break, and its carrying capacity is fifty amperes. It is manufactured by the Utica Electrical Manufacturing & Supply Co., of Cornelia street, Utica, N. Y., W. C. Ballda, manager. Incandescent, arc and power switches are also made by the company.



ARC-LIGHT KNIFE SWITCH.

Iron Markets.

Cincinnati, Ohio, June 11.

There has been a fair run of orders, embracing every variety of iron, and inquiries continue quite as numerous as ever.

It is singular that, notwithstanding the enormous tonnage being handled, prices remain low and irregular, though many of the furnaces are so heavily sold ahead that on certain grades they are very firm.

The continuance of the heavy demand must inevitably result in higher values, and with all the tonic influences at work to enlarge the trade, and promising outlook as to the future of the country's prosperity, all branches of trade seem hopeful of better prices.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	$9 75@$10 00
Southern coke, No. 2 foundry	9 50@ 9 75
Southern coke, No. 3 foundry	9 25@ 9 45
Southern coke, No. 4 & G. F..	8 75@ 9 00
Southern coke, mottled.....	8 75@ 9 00
Southern coke, No. 1 soft....	9 75@ 10 00
Southern coke, No. 2 soft....	9 50@ 9 75
Belfont coke, No. 1, Lake Sup.	11 00@ 11 50
Belfont coke, No. 2, Lake Sup.	10 50@ 10 75
Hanging Rock charcoal, No. 1.	14 50@ 15 50
Tennessee charcoal, No. 1....	12 50@ 13 00
Jackson Co. silvery, No. 1....	12 00@ 12 50
Standard Georgia car-wheel..	14 25@ 15 00

New York, N. Y., June 11.

The iron market in the East is without any new features worthy of chronicle. Business in the large concerns runs up to the full limits, but some complaint is heard from the jobbing foundries of dullness incident to the summer season. Contracts for iron have been made pretty freely in the past, and the deliveries are coming forward. The disruption of the Southern Association has had no bearing upon the market, as Southern irons run in price somewhat above Virginia and Lehigh Valley brands at most points of delivery.

There is some sign of improvement in conditions for export trade, owing to the easing up of freight rates. It is very slight, however, and it is not expected that the export movement of pig iron will amount to much until the next cotton season begins.

Both the output and the furnace stocks of pig iron are shown by last reports to be decreasing. Nearly all experienced observers are bulls on the general situation, but whether the improvement will begin in the summer or be deferred until fall will depend upon intervening events.

We quote for cash f. o. b. New York:

No. 1 X standard Alabama...	$10 75@ 11 00
No. 2 X standard Alabama...	10 50@ 10 75
No. 1 X lake ore coke iron...	12 50@ 12 75
No. 2 X lake ore coke iron...	12 00@ 12 25
Niagara coke malleable.....	12 00@ 12 25
Rome (Ga.) charcoal.....	15 00@ 15 50
Hinkle L. S. charcoal.....	13 00@ 13 50

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama..	——@$11 00
No. 2 X standard Alabama..	——@ 10 55
No. 1 X lake ore coke iron...	——@ 11 75
No. 2 X lake ore coke iron...	——@ 11 25
Lake Superior charcoal.....	——@ 13 25
Standard Georgia C. C.....	——@ 15 50

ROGERS, BROWN & CO.

The Huntsville (Ala.) Chamber of Commerce has elected as officers for the following year R. E. Pettus, president; Col. R. B. Rhett, vice-president; W. S. Wells, corresponding secretary; W. R. Rison, treasurer, and Thomas W. Jones, recording secretary.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Birmingham—Electric-light Plant.—There is some talk that the city has in view arrangements for the erection of an electric-light plant. J. J. Altman can probably give information.

Daphne—Lumber Company.—Incorporated: The Southern States Lumber Co., with capital stock of $700,000 and purpose of manufacturing lumber, etc.; S. M. Lemont, president; P. K. Yonge, vice-president; F. F. Bingham, secretary, and F. B. Hagerman, treasurer.

Florence—Grist Mill, Cotton Gin, etc.—T. J. Robinson will erect a cotton ginnery and overhaul old press and grist mill.

Randolph—Hosiery Mill.—Jonce L. Gardner contemplates the establishment of a hosiery-knitting mill.*

Union Springs—Electric-light Plant.—Reports state that arrangements may soon be completed for the erection of the proposed electric-light plant. Address the mayor.

Uniontown—Cottonseed-oil Mill.—A company has been organized for the purpose of erecting a cottonseed-oil mill, and W. H. Taylor is president; W. J. White, secretary, and the capital stock $40,000. Address the president.

ARKANSAS.

Fort Smith — Mercantile. — Incorporated: The Berry-Echols Dry Goods Co., by O. Echols, D. Y. Berry, T. J. Wright, J. S. Anderson, F. E. Carr, J. M. Cornelious, W. H. Vick and others. The capital stock is $100,000.

Hot Springs — Pharmacy. — Incorporated: The Klein Pharmacy Co., by E. F. Klein, L. T. Klein, S. R. Jackson and Fred N. Rix. The capital stock is $7500.

Jonesboro—Mercantile.—Incorporated: The Morris Berger Mercantile Co., by Morris Berger, Sr., Joseph M. Berger, Jr., Allen Hughes and H. Pervett, of Jonesboro; Sam Levy, of Amsterdam, N. Y., and Isaac Beahr, of Fonda, N. Y. The capital is $2000.

Rogers — Land and Timber.—Chartered: The Northwestern Arkansas Land & Timber Co., with an authorized capital of $150,000. The incorporators are James A. Reardon, W. R. Borders and J. A. C. Blackburn. Address James A. Reardon.

Wynne—Flour Mill.—Ed Hamilton intends to build a 50-barrel roller-process flour mill.*

FLORIDA.

Tampa—Cigar Factory.—A. Moorman (late of Chicago) has established a cigar factory, to employ 100 at the start.

GEORGIA.

Atlanta—Railroad Shops.—The new shops of the Western Railway of Alabama have been completed. The plant consists of machine shop 115x100 feet, boiler shop 50x80 feet, blacksmith shop 50x80 feet, office building two stories high, 40x50 feet, with storehouse annexed 40x70 feet. The total cost of the plant, including machinery and yard tracks, is about $40,000; George C. Smith, president.

Cedartown — Knitting Mill.—George W. Wade and Edward S. Munford, of Atlanta, Ga., will establish a knitting mill of 300 dozen garments capacity per day; will charter as the Juanita Mill.

Cedartown — Cotton Mill.—The Paragon Mills, lately reported, has decided to install in its new plant at the start 10,000 spindles, instead of 5000 spindles, as at first announced. These spindles will be on mule frames. Address A. W. Birkbeck, secretary.

Columbus — Terra-cotta-pipe Works. — W. H. Young will establish a plant for the manufacture of terra-cotta sewer pipe, drain pipe, etc. Equipment of machinery is now being negotiated for.*

Dalton—Electric-light Plant and Sewerage System.—The city council has empowered the finance committee to employ a civil engineer to make surveys and prepare plans for the proposed sewerage system. Estimates will also be obtained on the erection of an electric-light plant; engine and dynamo would be required for this latter, boiler-power being already on hand.*

Griffin—Cotton Mill.—A dispatch dated Griffin says that the Kincaid Manufacturing Co. has definitely decided to largely increase its plant; a $150,000 addition is contemplated, to be equipped with 400 looms, 6000 spindles, employ 200 people, etc.

Jackson—Water Works.—A committee is investigating the proposed water works; M. L. Hendrick can be addressed.

Waycross—Sewerage System.—An election will be held on July 9 to say whether or not the city shall issue $50,000 worth of bonds for the purpose of putting in a system of sewerage. Address the mayor.

KENTUCKY.

Ashland—Steel Plant, Wire Works, etc.—The Ashland Steel Co. has now under construction as an addition to its large Bessemer steel plant a wire-rod mill (Garrett type) of 350 tons capacity daily, also wire-drawing plant and continuous train for making sheet and tinplate bars. All the machinery has been contracted for.

Ashland—Telephone Company.—The Lawrence Telephone Co. has increased its capital stock from $12,000 to $24,000.

Addison—Flour Mill.—The Addison Flouring Mills is enlarging its mill, increasing capacity to forty barrels daily.

Louisville—Iron-foundry Addition.—D. X. Murphy & Bro. have prepared plans for an addition to the foundry of Ahrens & Ott.

Louisville—Basket and Box Factory.—Heath, Morris & Co. will rebuild their box and basket factory, which was destroyed by fire lately.

Louisville — Motor Works.—Incorporated: The Wheeler Compensating Motor Co., with $25,000 capital, by Robert Hewitt Wheeler, S. L. Mason and J. W. Seaton. The company proposes to manufacture and sell engines, locomotives, etc., and particularly a "rotary compensating motor" patented by Robert Hewitt Wheeler. Address the last named.

Louisville—Stove Foundry.—The O. K. Stove Co. has completed its new foundry, built to replace the one recently burned; will employ 150 men and have capacity increased 25 per cent. over the plant destroyed.

Louisville—Water-works Improvements.—Plans and specifications for the construction of a new filter for the Louisville Water Co. will be ready next week. For information address Charles Hermony, C. E.

LOUISIANA.

Lake Providence—Cotton Ginnery.—A company will be organized, with a capital of $50,000, to erect a cotton ginnery.

Plaquemine—Sugar Plantation, etc.—The Holly Farm and Belfort Plantation have been sold to Charles E. Grace for $22,000.

MARYLAND.

Baltimore — Amusement Company.—Incorporated: The National Coliseum, for the purpose of creating and maintaining a scientific, dramatic and musical association, bicycle races, etc., by Marion O. Crumpler, of New York; John S. Prince, Dwight M. Ludington, E. Winthrop Bosley and Joseph W. Hazell; capital stock $12,500. Address John S. Prince, care of Coliseum, Harford road.

Garrett County—Coal Lands.—E. W. Jones, of Pittsburg, Pa., has purchased coal lands in Garrett county, Maryland, from John Beaver, of Mount Savage, Md.; price paid $8000.

MISSISSIPPI.

Brookhaven — Electric-light Plant. — The city is said to contemplate additions of machinery to the electric-light plant. Address the mayor.*

McComb — Electric-light Plant, Water Works, etc.—The city voted, as recently noted, to issue bonds for $40,000 to build water works. It is now proposed that the letting of contract for the plant be postponed until a vote can be taken on an additional issue of $20,000 for electric-lighting plant and sewers. Address C. C. Jarvis, mayor.

Natchez—Electric-light and Power-house.—The Natchez Light, Power & Transit Co., lately noted as incorporated, has obtained franchise and will erect a plant for electrically lighting and for furnishing power. Plans and specifications are now being prepared and bids will be wanted on machinery, power plants, etc. Address A. & M. Moses.*

MISSOURI.

Carthage — Lead Mines, etc.—Chartered: The Beacon Lead & Zinc Mining Co., capital stock $24,000, by C. A. Blair, H. E. Robinson, Arthur M. Mosher and others. Address Arthur M. Mosher.

De Soto—Mercantile.—Incorporated: The Kempe-Weiss Mercantile Co., capital stock $10,000, by Henry Weiss, Elmer Kempe and Laura B. Kempe. Address Elmer Kempe.

Granby—Mining, etc.—W. W. Scholes, Julian Courteol, H. A. Leathers, J. H. Robinson, James McCrackin and others have formed the Granby-Diamond Mining Co., to develop lead and zinc properties of 160 acres. Address W. W. Scholes, Granby, Mo.

Independence—Grain Separator, etc.—The Duvall Seed & Grain Separator Co., capital stock $200,000, has been incorporated by W. C. Adams, J. D. Wood and M. R. Roberts. Address the last named.

Joplin—Grain Elevator.—The Brand-Dunwoody Milling Co. will erect an elevator of 60,000 bushels capacity.

Joplin—Lead and Zinc Mines.—Charles A. Blair and C. W. Rinehart, of Carthage, Mo., have purchased a lease on seventeen acres of lead and zinc lands for $15,000.

Kansas City—Commission.—Incorporated: The Central Commission Co., capital stock $10,000, by H. C. Reed, C. F. Mead and G. W. Clawson.

Kansas City—Packing Plant.—The Schwarzschild & Sulzberger Packing Co. has about decided to expend $500,000 in the improvement of its extensive plant. The contemplated improvements include a new hog-house, 400x200 feet, large enough to more than double present capacity; large lard refinery, power-house, etc.

Pierce City—Telephone Company.—Incorporated: The South Missouri Telephone Co., capital stock $20,000, by R. J. Armstrong, G. R. Armstrong, Albert Newman and others.

St. Joseph—Water Works.—The city is having plans prepared for the proposed water works. Address J. R. Rackliffe, engineer.

St. Louis—Land Cultivation.—The Tacabuite Land & Planting Co., capital stock $25,000, has been incorporated by W. S. Swingley, A. C. Slees and James R. Harris. Address the last named.

St. Louis — Hydro-Carbon.—Incorporated: The Stewart Hydro-Carbon Burner Co., capital stock $20,000, by H. E. Tuttle, Rolla Wells, Edward F. Goltra, Edwin C. Burnett, D. W. Walker and Hugh McKittrick. Address first-named corporator.

St. Louis—Piano Manufacturing.—Incorporated: The Bahnsen Piano Manufacturing Co., capital stock $25,000, by Timothesus Bahnsen, Alvina Bahnsen and others.

St. Louis—Elevator.—Incorporated: The Wabash Elevator Co., capital stock $6000, by J. P. Nanson, S. A. Whitehead, William Grassmuck and G. W. Wells. Address G. W. Wells.

St. Louis—Mill Furnishing.—Incorporated: The H. Stanley Mill Furnishing Co., capital stock $5000, by Anthony Sylvester, Affonz de Figueredo and Henry C. Wicker.

St. Louis—Coffee Company.—Incorporated: The Osterman-Sellner Coffee & Spice Co., capital stock $30,000, by J. Osterman, W. A. Sellner and W. A. Gardner. Address H. J. Osterman.

St. Louis—Shoe Company.—Incorporated: The St. Louis Shoe Co., capital stock $20,000, by W. B. Rice, C. H. Smith, J. C. Finnegan, D. A. Jamison, H. M. Stevens, J. H. Dasha, F. B. Rice and H. L. Rice. Address W. B. Rice.

Webb City — Mining.—Incorporated: The Rubber Neck Mining Co., capitalized at $4000, by Minor C. Branch, Robert H. Branch, R. M. Ball, J. A. Meeks, A. M. Wagner, all of Muncie, Ind.; R. C. Friend and James Purcell, of Carthage, and W. C. Ruckerby, of Webb City, Mo. Address the last mentioned.

Winthrope — Bridge.—Incorporated: The Chicago & Eastern Bridge Co., capital stock $20,000, by W. F. Guthrie, H. H. Todd and G. F. Chaves.

NORTH CAROLINA.

Asheville—Knitting Mill.—The Board of Trade is negotiating with David Trainer, of Chester, Pa., for the establishment of a knitting mill.

Charlotte—Woodworking Factory.—Incorporated: The Carolina Manufacturing Co., by J. H. Weddington, R. E. Cochrane, G. W. Graham, T. S. Cooper and E. M. Andrews, to manufacture and deal in sash, doors and blinds and all kinds of woodwork. The capital stock is $10,000, and is not to exceed $20,000. Address E. M. Andrews.

Clinton—Basket Factory.—The Carolina Veneer Works (N. F. Johnson & Son) will put in machinery for the manufacture of fruit and vegetable baskets.*

Fayetteville — Gas Franchise.—The city council has granted franchise to J. R. Williams and associates to establish acetylene-gas plant, lay pipes, etc.

Greensboro — Realty, etc.—Incorporated: The Piedmont Realty & Guaranty Co., capital $25,000, by J. W. Linden, R. I. Katz and N. McAdoo. Address N. McAdoo.

Taylorsville—Flour Mill.—J. W. Watts & Co. (composed of J. W. Watts, J. E. Harrington and R. P. Matheson) will establish a roller-process flour mill, remodelling a present tobacco factory for same.*

Wilmington — Cotton Pickery.—Alexander Sprunt & Son will build a new cotton pickery; contract for building let to L. H. Vollers, to be of brick, eighty feet square.

SOUTH CAROLINA.

Columbia—Electric Plant.—There has been issued a charter commission to Frank F. Williams and Willet Hazard, of Buffalo, N. Y., and F. H. Weston and I. L. Withers, of Columbia, as corporators of the Columbia Traction, Light & Power Co. The capital stock is to be $500,000, and the purpose to buy and operate the present electric-light and power plant.

Olivet—Saw Mill.—Doyle, Theiker & Doyle will erect a new and larger saw mill than their present one.

Winnsboro—Granite Quarries.—Incorporated: The Leiper-Davis Granite Co., by Amos Davis, of Monticello; George G. Leiper, of Chester, and James Q. Davis, of Winnsboro. The capital stock is $24,000. Address George G. Leiper, Chester, S. C.

TENNESSEE.

Allardt—Gas and Oil Wells.—Chartered: The Little Crab Oil & Mining Co., with capital stock of $500,000, to drill for natural gas, oil, etc.; incorporators, A. I. Fry, Bruno Gernt, Charles R. Schency, T. G. Sherman and Max Colditz.

Bristol—Electric-light Plant.—The proposed electrical company (previously noted) has been formed and will build electric-light and power plant at once; Dr. J. F. Hicks, presi-

dent; John C. Anderson, secretary-treasurer; John N. Huntsman, A. S. McNeil and H. G. Peters, directors. Water-power and site has been acquired.

Brownsville—Spoke Factory.—Campbell & Byrnes have established a spoke factory.

Brownsville—Steam Laundry.—J. Lantie Richardson and T. Harbert Taylor are organizing a company to establish a steam laundry

Clarkesville—Brass-goods Factory.—A. G. Schellenberger, of Bloomington, Ill., has made a proposition for the establishment in Clarksville of a plant for the manufacture of brass art goods, tools, machinery, etc.

Chattanooga—Medicine Factory.—L. Gerstle & Co. are erecting a brick addition to their medicine factory.

Chattanooga—Telephone Franchise.—J. A. Helvin, of Charlotte, N. C., has been granted the telephone franchise which he recently applied for, as noted.

Gallatin—Water Works Defeated.—The election on $20,000 bonds for water works resulted adversely. Another election will probably be called to vote on $35,000 in bonds for water works and will doubtless result more successfully.

Haven—Flour Mill.—E. R. Screeton will erect a flour mill.

Knoxville—Sash and Door Factory.—W. L. Murphy is erecting a building, which he will equip with machinery for the manufacture of sash and doors; will employ thirty men.

Memphis—Cotton Ginnery, etc.—George Masterman, Wm. F. Gill, C. W. Edmonds, Calvin Perkins and Henry Struwing have incorporated the Masterman-Gill Cotton Co., for buying and selling, leasing and owning machines for cleaning unginned cotton, and also for machines for treating the refuse of cottonseed-oil mills to recover cotton and cottonseed therefrom; will also buy and sell cotton, cottonseed and cottonseed oil, mill screenings and all products of cotton. The capital stock is fixed at $5000. Address George Masterman.

Milan—Packing Company.—Chartered: The Milan Packing Co.

Nashville—Telephone Company.—The Meigs County Telephone Co. has increased its capital stock from $500 to $7500.

TEXAS.

Dallas—Mercantile, etc.—The Supply & Mixture Co., capital stock $10,000, has been incorporated by John W. Smith, A. Moses and Lafayette Fitzhugh.

Dallas—Supply Company.—Incorporated: The Supply & Fixture Co., capital stock $10,000, by John W. Smith, A. Moses and Lafayette Fitzhugh. Address John W. Smith.

Denton—Lumber Company.—Incorporated: The North Texas Lumber Co., capital stock $10,000, by J. D. Leeper, D. L. Painter and John Mahan, all of Gainesville, Texas. Address John Mahan.

El Paso—Foundry, etc.—The El Paso Foundry & Machine Co. is erecting a new building in which its plant will be established and additional machinery and apparatus installed; an experimental concentrating plant for testing ores from one to ten tons will be put in.

Fort Worth—Cattle Company.—Incorporated: The O. K. Cattle Co., capital stock $30,000, by L. D., H. H. and W. H. Cobb, all of Fort Worth.

Galveston—Piers.—The Galveston Wharf Co. will build another pier 100x800 feet.

Galveston—Live-stock Company.—The A. P. Norman Live Stock Co., capital stock $10,000, has been incorporated by A. P. Norman, W. T. Pearson and C. P. Norman.

Itasca—Corn and Wheat Mill, Gin, etc.—The Itasca Gin & Mill Co., capital stock $15,000, to gin and compress cotton, mill corn and wheat, etc.; incorporators, W. J. Pruitt, C. A. Roten, E. A. McElroy, H. H. Burke and W. H. Terry. Address W. J. Pruitt.

Jacksboro—Oil Mill.—David Boaz, of Fort Worth, and J. C. Burrows, of Atlanta, Ga., contemplate the formation of a $40,000 company to build a cottonseed-oil mill in Jacksboro.

Nacogdoches—Cotton Mill and Oil Mill.—Local and foreign capital will be interested in the erection of a cotton mill and a cottonseed-oil mill. Information can probably be obtained from B. S. Wettermark.

Pittsburg—Cotton, Woolen and Knitting Mill.—The Board of Trade has arranged with T. C. Newly, of St. Louis, Mo., for the erection of the textile plant recently reported. A plant to cost $60,000 will be erected for manufacturing cotton and woolen goods and knit goods; Pittsburg parties take $20,000 of the stock. Address T. C. Newly, care of W. J. Singletary, Pittsburg.

Rockdale—Cotton Mill.—It is proposed to form a company to build a $50,000 cotton mill; L. Isaacs and R. W. H. Kennon are interested and can be addressed for information.

Van Alstyne—Water Works.—An election has resulted affirmatively for the construction of water works. Address the mayor.

VIRGINIA.

Hampton—Electric Power-house.—The Hampton Electric Railway Co. will build an electric power-house, probably near Hampton. Advertisements for proposals, etc., will soon be published. For information address E. A. Semple, C. E.

Heathsville—Cannery.—W. C. Snow is to establish a steam cannery; building is now being erected.

Norfolk—Lumber Company.—A charter has been granted to the J. L. Duval Lumber Co., capital $1000 to $5000; J. L. Duval, Reigate, Va., president; D. R. Moody, Norfolk, treasurer; M. P. Duval, Portsmouth, secretary. These, with W. R. Cox and W. B. Barton, compose the directory.

Roanoke—Lock Works.—S. Hamilton Graves (Rooms 606 and 607 Terry Building), who recently purchased the Norwick Lock Works at a court sale, was acting for a syndicate. If the sale is confirmed the property will be reorganized and the plant put in operation at an early date.

WEST VIRGINIA.

Fetterman—Flour Mill.—A company has been formed for the purpose of erecting a large steam flour and grist mill. Names of interested parties will be announced later.

BURNED.

Clayton, Ala.—W. H. Robertson's saw mill; loss $2000.

Eastman, Ga.—Williams Lumber Co.'s planing mill and dry-kiln; loss $20,000.

Elk Landing, Md.—Henry Delbert & Son's machine shops; loss $5000.

Harvey, W. Va.—Engine-house of Harvey Coal & Coke Co.; loss $30,000.

Long's Store, N. C.—Grist mill and gin of J. W. Long.

New Iberia, La.—Silvia Broussard's electric-light plant; loss $5000.

Oak Grove, Ala.—M. L. Davis & Bro.'s planing mill and dry-kilns; loss $30,000.

Statesville, N. C.—Carter Bros.' saw mill.

Tangerine, Fla.—A. C. Bennett's hotel building; loss $3000.

Waverly, Tenn.—Humphreys county courthouse; loss $6000.

BUILDING NOTES.

Annapolis, Md.—College.—Proposals will be received until July 1 for the erection of a building at St. John's College to be used as a library and for other purposes. Plans and specifications can be seen and examined on application to the president of the college; bond required, $10,000. Address J. Wirt Randall, chairman building committee, Annapolis, Md.

Baltimore, Md.—Dwellings, etc.—W. Eltze will erect three-story building, 84x85 feet, to cost $4500; Wm. W. Baker, fourteen two-story brick buildings; George Klein, ten brick dwellings, to cost $6000; F. D. Sauerwein, to erect fifty-one two-story brick dwellings, to cost $600 each.

Baltimore, Md.—Freight Sheds.—The Baltimore Steam Packet Co. has let contract to John Hiltz for the erection of its burned freight sheds.

Baltimore, Md.—Casino, etc.—The Colosseum Company, John S. Prince, manager, will build a casino and garden.

Baltimore, Md.—Dwellings, etc.—H. D. Erdman & Bro. will erect two-story brick store and warehouse to cost $6000; address 2305 Pennsylvania avenue. George Gebelein will erect six two-story brick buildings, to cost $750 each. Trustees of Loyola College have permit to erect a $100,000 building; contract awarded. George C. Haskell is completing plans for church building, also for a warehouse.

Baltimore, Md.—Dwellings.—Frank W. & John H. Trimble will erect thirty-nine brick dwellings.

Baltimore, Md.—Dwellings, etc.—George C. Goldman will erect thirteen two-story buildings, brick, 12x40 feet each, to cost $600 each; Herman Boehm to erect three two-story dwellings, brick, cost $700 each.

Charlotte, N. C.—Warehouse.—The Burwell & Dunn Drug Co. will build a warehouse 185x21 feet long, two stories high.

Chattanooga, Tenn.—Mercantile Building.—Chamberlin & Johnson will build an addition 65x190 feet, two stories high.

Cumberland, Md.—Store.—H. U. F. Flurshutz will erect a 19x126-foot building after plans by Louis Weber; structure to be of brick, three stories high, white enamelled brick, trimmed with stone, etc.

Florence, Ala.—Residence.—T. J. Robinson will erect a dwelling.

Florence, Ala.—Business Buildings.—B. B. Shane will erect two business buildings.

Kansas City, Mo.—Postoffice Building, etc. Sealed proposals will be received until June 29, and then opened, for the rear wall, steel and iron work, skylights, brick and terra-cotta floor, arches and partitions and certain changes, etc., for the United States Postoffice and Courthouse Building in accordance with drawings and specifications, copies of which may be had at Washington or at the office of the superintendent at Kansas City, Mo. Address James Knox Taylor, supervising architect, Treasury Department, Washington, D. C.

Lexington, Va.—Dwellings.—Thomas J. Lice has contracted with J. C. Royall for the erection of a dwelling.

Louisburg, N. C.—Stable, etc.—Hayes & Fuller and Hill & Allen will build a large feed and sales stable.

Louisburg, N. C.—Stores.—Mrs. A. M. Hall, Hicks & Allen and J. P. Winston will build brick stores. Correspondence wanted regarding plate-glass fronts, iron columns, counters, shelving, tin or metal roofing, etc.

Louisburg, N. C.—Stores.—F. N. and R. Z. Egerton will build several large brick stores. Correspondence desired regarding plate-glass fronts, iron columns, sash, doors, counters, shelving, tin or metal roofing, etc.

Louisville, Ky.—Dwellings.—Sealed proposals for furnishing all labor and materials for constructing four sets of lock-tenders' dwellings at sites of locks Nos. 7 and 8, Kentucky river, Kentucky, will be received until July 6; information furnished on application. Address J. G. Warren, captain engineers, United States Engineer Office.

Louisville, Ky.—Dwellings.—D. Moxley will erect $6000 dwelling.

Magnolia, Miss.—Hotel.—A company will be formed to build a hotel, to cost $10,000. Address J. H. Price.

Montgomery, Ala.—Office Building, etc.—Plans are now being prepared for new office building and warehouses of the Western Railway of Alabama, work to commence soon enough to complete the buildings by October 1. The buildings include office building 45x150 feet, two freight warehouses 50x400 feet, two miles of yard tracks, etc.; estimated cost of the improvements about $60,000; George C. Smith, Atlanta, Ga., president.

Mount Olive, N. C.—Brick Buildings.—J. D. Aaron will build three brick buildings; C. B. Hatch a two-story brick store.

Nashville, Tenn.—Union Station.—The city council has passed the terminal bill, which will insure the erection of a union station by the Louisville & Nashville Terminal Co.; structure to be of steel and stone and to cost $500,000. Main building will be five stories high, 167 feet square; train shed, of steel, will be 240x500 feet, clear arch span of 200 feet, without posts or pillars, covering eleven tracks; tower on station will be 25 feet square, 219 feet high; plans also call for three freight sheds 50x1000 feet each, two stories high. Two steel viaducts and three great freight sheds will make total expenditure $1,650,000. Maj. C. Lewis is president of the company.

Norfolk, Va.—Hotel.—C. W. Grandy will erect either a hotel or business building.

Savannah, Ga.—Cathedral.—Baldwin & Pennington, of Baltimore, Md., have completed plans and specifications for the cathedral to be erected in Savannah. The building will cost about $110,000; William Kehoe, of the building committee, can give information.

St. George's, S. C.—Public Building.—An election will be held June 22 to determine upon the issuing of $5000 in bonds to aid in erecting public buildings for Dorchester county. Address the "County Clerk."

St. Louis, Mo.—Hospital.—The Protestant Hospital Association will erect a $100,000 hospital building.

Walhalla, S. C.—Dwellings, etc.—John D. Verner, Wilhelmina C. Von Lehe, Mrs. Sophia Ritter, M. H. Bryce, the Kaufmans, K. O. Wright, C. M. Nield, Smith Bros. and Miss Johanna Spincke will each erect buildings.

Washington, D. C.—Dwellings, etc.—Glen Brown has prepared plans of alterations to building for Parker, Bridget & Co.; Rufus H. Darby will erect a building for printing-house; Mrs. Mary I. McAllister will erect residence, three stories, 26x49 feet; Mrs. Myra Repetti to build store and dwelling after plans by W. J. Palmer, two stories, 26x70 feet, brick and stone; John D. Clark, two frame dwellings; George Reisinger, two-story store building 20x28 feet; Henry Douglas, two-story house 19x140 feet; Ida R. Phillips, one-story house 16x32 feet; John W. Phillips, ten houses 17x31 feet; C. A. Johnson, three brick houses, two stories, 16x32 feet.

RAILROAD CONSTRUCTION.

Railways.

Beverly, W. Va.—It is reported that the West Virginia Central & Pittsburg Railroad Co. has made a contract with the Columbus Construction Co., of Columbus, O., to construct the proposed branch between Beverly and Huttonsville, W. Va.

Chadbourn, N. C.—It is reported that a company may be formed to build a railroad from Chadbourn to Abbottsburg, N. C., a distance of fourteen miles. At Abbottsburg it will connect with the Seaboard Air Line.

Dallas, Texas.—The Commercial Club, of Dallas, has appointed a committee consisting of Thomas McEnnis and others to promote another railroad between Dallas and Fort Worth, a distance of twenty-five miles.

Denison, Texas.—The Gulf, Chickasaw & Kansas Railway Co. has been incorporated, with $1,500,000 capital, to build a line from Peru, Kan., to Galveston, through Indian and Oklahoma Territories and Texas. The estimated length is 575 miles. Among those interested are B. S. Henderson and I. E. True, of Kansas City, Kan.; G. I. Walls and C. R. Martin, of Kansas City, Mo. The principal offices are to be located at Kansas City, Kan., and Denison, Texas.

Eldorado Springs, Mo.—It is reported that the Kansas City, Eldorado & Southern Railroad Co. has graded its line from Walker to Eldorado Springs, and has purchased rails for tracklaying. It is reported that the Middle States Construction Co., Rialto Building, St. Louis, is building the line.

Greenwood, Miss.—It is reported that the Illinois Central Railroad Co. has begun work of extending its Yazoo & Mississippi Valley branch from Phillip to Greenwood, Miss., a distance of sixteen and one-half miles. J. T. Harahan, Chicago, Ill., is vice-president of the company.

Joplin, Mo.—It is reported that arrangements have been made to extend the electric railroad line in operation in Joplin and vicinity as far as Galena and Empire, Mo. H. Fitch is superintendent of the company and O. E. Miles is engineer.

Lawrenceville, Ga.—It is stated that the plan to build a railroad between Buford and Lawrenceville has resulted in the formation of the Buford & Lawrenceville Railroad Co. with $30,000 capital. Among those interested are H. L. Shadburn and E. W. Vance, of Buford.

Memphis, Tenn.—It is stated that R. H. Elliott, of Birmingham, Ala., has been appointed chief engineer of the Memphis, New Orleans & Texas Railroad, which is proposed by a syndicate of Wisconsin and Memphis parties along the western bank of the Mississippi river, between Memphis and New Orleans. Among those interested is J. S. Watkins, of Memphis.

Montgomery, Ala.—President George C. Smith, of the Western Railway of Alabama, advises the Manufacturers' Record that about two miles of tracks will be laid in its yards at Montgomery, Ala., in connection with other improvements. Mr. Smith's address is at Atlanta, Ga.

Orange, Texas.—The Gulf, Texas & Northern Railroad Co. has elected L. W. Lloyd, of Marshall, Texas, vice-president, and W. W. Reid, of Orange, treasurer. It is announced that bonds will be issued to the extent of $3,000,000 to build this line, which is proposed between Orange and Marshall, a distance of 165 miles.

Richmond, Va.—Philip B. Shield, of Richmond, is endeavoring to secure a franchise to construct a railroad in Henrico county, which will connect with the Richmond Traction Co.'s system. The line will be operated by trolley motors if built.

Timpson, Texas.—It is reported that Avery & Co., of Timpson, have secured contract to build twelve miles of the Marshall, Timpson & Sabine Pass Railroad. The line is to be about twenty miles long, extending between Timpson and Carthage, and connecting the Houston & Western Texas and the Texas, Sabine Valley & Northwestern. T. S. Garrison, at Timpson, is general agent.

Victoria, Texas.—The Guadaloupe Valley Railroad Co. is making surveys for the proposed line between Victoria and Yoakum, a distance of fifty-two miles. Grading has been partly completed on the line. Among those interested is Uriah Lott, of San Antonio, Texas. J. H. Barrett, at Victoria, is contractor.

Street Railways.

Alexandria, La.—A local company has purchased the street railroad from New Orleans parties, and, it is reported, may rebuild it. Among those interested are G. W. Bolton and Samuel Well, of Alexandria.

Birmingham, Ala.—The extension of the Birmingham Railway & Electric Co.'s system between West End and Powderly has been completed.

St. Louis, Mo.—The Central Traction Co. will probably increase its capital to $5,000,000 in order to build a number of additional electric lines in the city. John H. Blessing is one of the directors of the company.

Valdosta, Ga.—The Valdosta Street Railway Co., which proposes building a line in the city, has applied for a charter. It is to have a capital of $50,000. Among those interested are T. G. Crawford and Frank Roberts.

Washington, D. C.—The Senate has passed a bill authorizing the Eckington & Soldiers' Home Railroad Co. to use the underground conduit system on its line. A bill has also passed allowing the Belt Railway Co. to use an underground electric system. W. Kesley Schoepf may be addressed regarding both companies; office, Thirteenth and D streets.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Air Compressor.—Warrior Machine Works, Birmingham, Ala., wants a second-hand air compressor, single cylinder, 20x20 inches or larger; state maker's name, length of time used, weight, condition, lowest cash price, rate of freight to Birmingham, etc.

Brick Paving.—Sealed proposals will be received until June 15 for reconstruction with brick paving of Sixth street from York street to Monmouth street. Plans and specifications can be seen at office of engineer. Bids must be made on blank forms, which will be furnished. Address W. L. Glazier, city engineer, Newport, Ky.

Building Materials.—Mrs. A. M. Hall, Messrs. Hicks & Allen and J. P. Winston, Louisburg, N. C., each desire correspondence regarding plate-glass fronts, iron columns, shelving, counters, sash, doors, tin or metal roofing, etc.

Building Materials.—F. N. and R. Z. Egerton, Louisburg, N. C., want to correspond regarding purchase of plate-glass fronts, iron columns, sash, doors, counters, shelving, tin or metal roofing, etc.

Claw-working Machinery.—See "Terra-cotta Machinery."

Condenser and Pump.—William C. Burroughs, city clerk, Asbury Park, N. J., will open proposals June 20 for furnishing and erecting a surface condenser, with combined air and circulating pump. Specifications furnished by J. D. Martin, superintendent water department.

Corn and Feed Mill.—Felix Rowlett, La Grange, Ky., is in the market for feed and corn mill.

Crate-factory Supplies.—J. D. Bradshaw, Burkeville, Va., will need soon tins, nails and fasteners for strawberry crates.

Electric-light Plant.—The city of Brookhaven, Miss., is said to think of buying another dynamo and engine. Address the mayor.

Electric-light Plant.—The city of Dalton, Ga., will obtain estimates on cost of dynamo, engine, etc. (not boiler). Address "The Finance Committee of the City Council."

Electric-light Plant.—Proposals will be received until July 1 for the furnishing of machinery and installation of electric-light plant consisting of engines, dynamos, switchboards, conduits, wiring, etc., in new courthouse at Baltimore, Md. Drawings and specifications on view at Baltimore city inspector of buildings' office, City Hall; at office of Wyatt & Nolting, 4 East Lexington street, or at Builders' Exchange, or copy of specifications can be obtained on payment of $25, of which $20 will be refunded on return of same complete. For further information address Henry D. Harlan, Robert H. Smith, sub-building committee, Baltimore, Md.

Electric Plant.—Bids will be wanted on electric-light and power plant as soon as plans and specifications can be prepared. Address A. & M. Moses, Natchez, Miss.

Engine—Jackson Oil Mill Co., M. Hendrick, secretary, Jackson, Ga., will buy a Corliss engine, sixty horse-power.

Fireproofing.—Proposals will be opened July 4 for making fireproof the chancery clerk's office at Port Gibson, Miss. Address A. K. Jones, clerk.

Flour Mill.—J. W. Watts & Co., Taylorsville, N. C., want to buy equipment for roller-process flour mill.

Flour Mill.—Ed Hamilton, Wynne, Ark., wants bids on a 25 or 50-barrel full-roller flouring mill.

Furniture.—E. Goodman, mayor, Pocahontas, Va., wants to buy ten desks, seats and chairs for council chamber.

Gasoline Engine.—Edwin Montgomery, Starksville, Miss., wants to buy a gasoline engine (or other power) of one-half, three-quarter to one horse-power, suitable for operating a hand cream separator and churn.

Ice Machinery.—Caracristi, Drew & Co., care of United States consul, Santa Marta, Republic Colombia, South America, wants to buy machinery for dairy and cold-storage plant.

Ice Machinery.—Sealed proposals will be received until June 22 for furnishing labor, material and appliances for the extension of the Pontifex ice machine at Southern Branch, National Home for D. V. S. Specifications will be mailed and plans can be examined upon application to this office. Bids must be accompanied by certified check for 5 per cent. of amount thereof, etc. Envelopes containing proposals should be endorsed, "Proposals for Extension of Ice Plant," and addressed to the undersigned; William Thompson, treasurer, National Soldiers' Home, Virginia.

Knitting Machinery.—Jonce L. Gardner, Randolph, Ala., wants full particulars regarding the production of hosiery, estimates on cost of 10-machine mill, etc.; men's half hose is referred to.

Machine Tool.—P. O. Box 284, Richmond, Va., wants second-hand drill press, 36 or 38-inch; quote price delivered.

Machine Tools.—See "Stove-works Machinery."

Machine Tools.—W. A. Andrews, Opelika, Ala., is in the market for a small engine lathe, with cross-feed and screw-cut, and one light drill press.

Machine Tools.—Urie Mining Machinery Co., 15th and Walnut streets, Kansas City, Mo., wants to buy extra-heavy 40-inch-swing lathe, ten to twelve feet between centers, and an iron planer about 32x32x8.

Machine Tools.—E. E. Dorman, Cookeville, Tenn., shall want a 20 or 22-inch by 10 or 12-foot lathe; a planer, a drill press and a portable machine for boring out cylinders without removing them from engine; good second-hand machinery will answer.

Machine Tools.—John Muhrhead & Son, Pittston, Pa., are in the market for a new lathe, swing thirty-six inches, and taking in between centers fifteen feet, with taper attachments, compound, etc.

Ordnance Supplies.—Sealed proposals in triplicate will be received until July 7 for furnishing cord, lime, cement, glass, forage, hardware, building materials, fuel, paints, oils, tools, etc., during fiscal year ending June 30, 1899. Information furnished on application to Maj. John E. Greer, Ordnance Department, Columbia, Tenn.

Paper-box Manufacturers.—Southern Bolt Co., J. M. Caldwell, president, Birmingham, Ala., wants to correspond with manufacturers of paper boxes.

Paving Materials.—Sealed proposals will be received until July 9 for furnishing terra-cotta sewer pipe, vitrified invert block, vitrified invert brick, sand, gravel, granite, curbing, asphalt paving blocks, vitrified paving blocks or bricks, sewer bricks and natural and Portland cements. Specifications and blank forms of proposals, together with all necessary information, may be obtained. Address John B. Wight, John W. Ross, Lansing H. Beach, commissioners, Washington, D. C.

Piping.—W. L. Giddens, Laredo, Texas, wants 700 feet of light-weight cast-iron pipe, with lead joints guaranteed; second-hand will answer.

Pulleys, etc.—J. D. Bradshaw, Burkeville, Va., will need some hangers.

Pump.—George Chaffery, Seymour, Texas, wants addresses of makers of centrifugal pumps.

Railway Equipment.—H. J. McLaurin, Jr., Sumter, S. C., wants to rent or buy one and one-half miles or two miles of 30 or 40-pound rails; state location of iron when writing.

Railway Equipment.—Railway at Hampton, Va., is advertising for 3000 white-oak crossties, and will shortly ask bids on other electrical equipment. Address E. A. Semple, C. E.

Roofing.—Hayes & Fisher and Hill & Allen, Louisburg, N. C., each want to correspond regarding roofing.

Sewerage System.—The "Finance Committee of the City Council," Dalton, Ga., will engage a civil engineer to make surveys and prepare plans for the proposed sewerage system.

Stove-works Machinery, etc.—Eagle Foundry Co., Greensboro, N. C., wants stove and hollowware patterns, drills for mounting stoves, and lathe for turning wood.

Terra-cotta Machinery.—W. H. Young, Columbus, Ga., wants to buy machinery for terra-cotta-pipe works.

Tin Cans.—A. J. Crow, Waco, Texas, wants to correspond with makers of tin cans or boxes suitable for drugs, powders, etc.

Woodworking Machinery.—Carolina Veneer Works (N. F. Johnson & Son), Clinton, N. C., want to buy machinery for manufacturing fruit and vegetable baskets.

Woodworking Machinery.—See "Stove-works Machinery."

TRADE NOTES.

Iron Furnaces and Ore Banks for Sale.—The Catoctin furnace property located near Thurmont, Md., will be sold at receivers' sale on July 7; ore banks, railroad, etc., included. For particulars address George Houck and others, receivers, Frederick, Md. (See advertisement.)

Addition to Milling-machine Works.—The new addition to the plant of the Cincinnati Milling Machine Co., of Cincinnati, O., is progressing rapidly to completion. The addition will be completed in sixty days and ready for occupancy. The company's complete line of fine machine tools includes a specialty of milling machines, universal cutters and reamers, grinders, etc.

Ball Engines.—The manufacturer of the "Ball" engines continues to prove the efficiency of its product by the constant sales reported. A 110-horse-power Ball engine will be installed in an electric plant at Sheboygan Falls, Wis., and at Jackson, Mich., a 60-horse-power Ball engine will be erected. The Ball Engine Co., of Erie, Pa., builds this popular engine for electrical work.

Machinery from Murray Iron Works.—The Murray Iron Works Co., of Burlington, Iowa, is adding a wing to its boiler shops that will be fitted with a traveling crane and which will very considerably increase the already large capacity for producing steam boilers. All of the power used in the Trans-Mississippi Exposition at Omaha is furnished by a Sioux Corliss engine built by the Murray Iron Works Co.

Many Sales of "Bundy" Steam Specialties.—The reports of sales of the "Bundy" steam specialties for the month of May show a fine record, and the increasing popularity of these goods among users of steam power is noteworthy. Nineteen tank and return traps were sold, going to different parts of the country; eleven steam and oil separators were disposed of throughout the country; four feed-water heaters were sold; also, two exhaust heads and two low-water alarms. The A. A. Griffing Iron Co., of Jersey City, N. J., is the sole manufacturer of the "Bundy" specialties. The company's entire line includes steam and water-warming apparatus, patented steam specialties, steam and water heaters and radiators, return, separating and tank steam traps, gravity pumps, feed-water heaters, exhaust heads, safety water columns, steam, oil, air and ammonia separators, etc.

Gutta-percha Roofing.—There are many varieties of roofing on the market, and many of them are very successful, different classes of roofing having their respective uses to which they are best adapted. Roofing manufactured by gutta-percha has been on the market for a long time and has met with wide success, and its manufacturer, the Empire Paint & Roofing Co., of 105 North Second street, Philadelphia, Pa., claims that it is the only maker of gutta-percha roofing in this country. A superior quality of work is turned out by this company. A heavy roof is not needed for a great number of buildings. It is to sustain no superstructure nor to be subject to extra weight at any time. A light roof answers every purpose and offers many advantages. It does away with girders, braces and numerous other contrivances necessary to sustain a heavy one. The gutta-percha roof, besides being durable and substantial, is one of the most economical and easiest of application in the market. Cheap roofing does not pay; it may serve for a few years, but will cost more in the end than if better material had been selected. But as between good roofing cheap and cheap roofing worthless, a decision can be made after inspecting samples this company will send upon application. Another merit of gutta-percha is its resistance to the acids and gases arising from iron works, foundries, etc. It will not last a lifetime, but it will last as long as the building to which it is applied, if it has the proper attention; that is, recoating about every three or four years, or the same care a metal roof requires. The gutta-percha roof is not only cheap and durable, but light and practically fireproof, easily applied. The Empire Company states that it has supplied its roofing to more iron works and foundries than other manufacturers in the United States combined, and produces references from large and responsible builders of iron works and foundry plants in this country. Its goods are heavy, solid, yet flexible, no sticking at ends of rolls, but dry and clean. The Empire Paint & Roofing Co. also manufactures an elastic paint—brown and red—a good article for wood or metal surfaces. Its stack enamel is for coating smokestacks, boiler fronts, etc., and it is claimed will last four times as long as cheap asphalt varnishes. The easy manner in which this roofing can be applied makes it a great advantage to the builder and the owner—to the builder, because he can quickly enclose the building, an advantage of considerable importance in a variable climate; to the owner, because he will be certain to put a similar roof upon any of his other buildings that may need it. No skilled mechanic is required and no extensive array of special tools. Anyone who has mechanical skill sufficient to use intelligently a knife, a hammer and nails can lay the roof in a satisfactory manner. This company has recently issued an elaborate illustrated catalogue, which will be sent, accompanied by samples, to anyone who will write saying he is interested.

TRADE LITERATURE.

Machine Tools.—It is presumed that all operators of foundry and machine plants desire to keep posted regarding the production of machine tools of all kinds. In order to do so the illustrated catalogue "B" should be requested of the Draper Machine Tool Co., of Worcester, Mass. The Draper Company's line comprising screw-cutting, hand and chucking lathes, screw machines, horizontal boring mill and crank planer, etc.

Heating Stoves.—Steam and hot water are well approved as mediums for artificial heating, and stoves constructed to utilize them are numerous in the market. One of the leading companies manufacturing steam and hot-water heaters for homes, offices, schools, stores, and, in fact, buildings of any kind, is the Richmond Stove Co., of Norwich, Conn. The Richmond Company's catalogue, now being issued, contains pointed and clear descriptions and illustrations of the company's product.

"Hunt" Cable Railways, etc.—The improvements which have constantly been made in machinery for the proper handling of coal and other merchandise has developed a line of cable railways and automatic railways now in common use. Among the manufacturers of this class of machinery there is the C. W. Hunt Co., of 45 Broadway, New York city (with works located on Staten Island), one of the most prominent firms in the country. Two catalogues lately issued by the Hunt Company ("Hunt Automatic Railways" and "Hunt Cable Railways") contain much information regarding the appliances which the company builds. The Hunt Company has been conducting this line of business for twenty-six years, and in that time has met with a success that is, without other evidence, clear proof of the efficiency of its devices. Interested parties can have copies of the pamphlets mentioned.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., June 16.

The local phosphate market continues to show an improvement in tone and the demand from manufacturers is better. During the past week a number of charters were reported, the offering of tonnage being more liberal and rates down below the normal. The advices from the phosphate belt of South Carolina are more encouraging, and the demand, both foreign and domestic, is better. Prices are very steady and stocks light. In Florida the work of development is being pushed with more vigor and shipments will be much better in July. The demand from Tennessee is lighter and values about steady, while shipments from the Mount Pleasant field continue heavy. During the past week the following charters were reported from New York: Bark Josephine, 870 tons, from Punta Gorda to Baltimore with phosphate rock on private terms; schooner Meroon, 881 tons, from Charlotte Harbor to Baltimore, Norfolk or Wilmington, N. C., with phosphate rock on private terms; a British steamer, 1341 tons, from Brunswick to Rotterdam with phosphate rock at 17s., July; schooner Isaiah Hart, 799 tons, from Charlotte Harbor to Baltimore with phosphate rock at $1.80, and British steamer Glenfield, 1385 tons, from Pensacola to the United Kingdom or Continent with phosphate rock on private terms.

Fertilizer Ingredients.

A steady market for ammoniates has characterized the business of the past week and the demand from Eastern sources has been fair. There is at the moment considerable inquiry from the South and considerable business from that section is expected in July. Stocks in the West are reported light and holders are generally firm in their views. Sulphate of ammonia is quiet and steady. Fish scrap is firmer, owing to the reported light catch. Nitrate of soda is in liberal supply, with values easier and inquiry moderate.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	$2 45	@	——
Nitrate of soda	2 25	@	——
Blood	1 85	@	1 90
Hoof meal	1 70	@	——
Azotine (beef)	1 85	@	1 90
Azotine (pork)	1 85	@	1 90
Tankage (concentrated)	1 75	@	——
Tankage (9 and 20)	1 85 & 10	@	1 90 & 10
Tankage (7 and 30)	16 00	@	17 00
Fish (dry)	20 00	@	——
Fish (acid)	12 00	@	——

Phosphate and Fertilizer Notes.

The Horseshoe Phosphate Works at Walterboro, S. C., were sold at auction on the 7th inst. for $13,346. The plant was purchased by Mr. Thomas Jenny, who holds the mortgage.

The following shipments of Florida phosphate rock are reported from Savannah for the week ending the 11th inst.: British steamship Ardrishaig for Hamburg with 3550 tons, and British steamship Homewood for Bremen with 1260 tons and other cargo.

The directors of the Caraleigh Phosphate Works met at the office of the company in Raleigh last week, and were well pleased with the result of the past year's business. A number of improvements have been made in the factory and facilities for manufacturing largely increased. The company declared a dividend of 6 per cent.

Mr. Albert F. Dewey, president of the Charlotte Harbor Lighterage & Stevedore Co., reports the following shipments of phosphate rock from Punta Gorda, Fla., by the Peace River Phosphate Mining Co. for the month of May as follows: To Baltimore, 5223 tons; Alexandria, Va., 1102 tons, and Wilmington, N. C., 902 tons, being a total of 7227 tons; previously reported 9868 tons, making a grand total for the five months of 1898 of 17,095 tons.

The following vessels cleared last week from Charleston, S. C., with full cargoes of phosphate rock: Schooner George R. Congden with 615 tons for Newtown Creek, N. J.; schooner Fannie Reiche with 674 tons for Perryville; schooner Emma C. Knowles with 950 tons for Elizabethport, N. J., and bark Shettard with 875 tons for Cartaret, N. J. The total domestic shipments of phosphate rock from Charleston, S. C., from September 1, 1897, to June 10 amounted to 76,549 tons, against 73,711 tons for the corresponding period last year.

One of the most attractive books advertising resorts issued this year is that of the Day Line of steamers running on the Hudson river between New York and Albany. The beauty of the Hudson river is world-famous, and the service of this line is of such a high standard that during the season it is greatly patronized. It is the favorite route for tourists to a thousand resorts in Northern New York, New England and Canada. Consequently the book which has been issued, containing, as it does, a large amount of descriptive matter beautifully illustrated, will be found very valuable by travelers generally. F. B. Hibbard, Desbrosses street, New York, is general passenger agent.

"Witte" Gas and Gasoline Engines.—This is the twenty-eighth year in business of the Witte Iron Works Co., of Kansas City, Mo., and in presenting its new catalogue the company feels much pleasure as it reviews its continued success and increasing business. The adoption of gas and gasoline engines continues to increase regularly, and the demand will doubtless still more increase as the power-using public becomes better acquainted with the many advantages which they possess for greater economy and convenience. The "Witte" gas and gasoline engines have met with distinguished favor from users of power, and the illustrated and descriptive articles regarding them (in the catalogue) are of interest, and clear, full and concise. Catalogue on application.

Summer Outings.—Personally-Conducted Tours via Pennsylvania Railroad.

The Pennsylvania Railroad Co. announces the following personally-conducted tours for the summer and early autumn of 1898:

To the North (including Watkins Glen, Niagara Falls, Thousand Islands, Montreal, Quebec, Au Sable Chasm, Lakes Champlain and George, Saratoga and a daylight ride through the Highlands of the Hudson), July 26 and August 16. Rate, $100 for the round trip from New York, Philadelphia, Baltimore and Washington, covering all expenses of a two-weeks' trip. Proportionate rates from other points.

To Yellowstone Park and the Trans-Mississippi Exposition on a special train of Pullman sleeping, compartment, observation and dining cars, allowing eight days in "Wonderland" and two days at Omaha, September 1. Rates, $235 from New York, Philadelphia, Baltimore and Washington; $230 from Pittsburg.

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 21, August 4 and 18, September 1, 15 and 29, at rate of $10 from Philadelphia, Baltimore and Washington. These tickets include transportation only, and will permit of stop-over within limit at Buffalo, Rochester and Watkins on the return trip.

Two ten-day tours to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond and Washington, September 28 and October 19. Rate, $65 from New York, $63 from Philadelphia. Proportionate rates from other points.

For itineraries and further information apply to ticket agents, or address George W. Boyd, assistant general passenger agent, Philadelphia. †

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

New Corporations.

The Bank of Covington, La., has been opened for business, with $15,000 capital. O. W. Nilson is cashier.

The Fidelity and Deposit Building and Loan Association has been formed at Baltimore by John Burrows, Thomas Dawson and others.

The Improvement Loan & Trust Co., of Galveston, Texas, has been formed, with $100,000 capital, by C. H. Moore and C. H. Austin and others.

The Greensboro Realty & Guaranty Co. has been incorporated at Greensboro, N. C., with $25,000 capital. Among those interested are C. N. McAdoo and R. I. Katz.

New Securities.

The issue of $6000 in bonds of Burnet, Texas, has been awarded to Noel-Young Bond & Stock Co. of St. Louis.

H. C. Graves, of Bristol, Va., it is stated, has purchased the issue of $15,000 Lowe's sold recently by that town.

It is reported that Thomas Branch & Co., of Richmond, Va., have arranged to refund an issue of $37,000 in 5 per cent. bonds of Manchester, Va.

The city of Baltimore will vote on the question of issuing $1,500,000 of stock for improvements at the coming election in November. Hon. W. T. Malster, may be addressed.

The stockholders of the Bank of Lumberton, N. C., have elected B. Goodwin, G. S. Steele and L. C. Covington, directors. The capital stock has been increased from $15,000 to $20,000.

The proposed issue of $30,000 in 5 per cent. bonds to be offered to the public by McKinney, Texas, will be probably placed on sale within a few weeks. The mayor will give further information.

The drainage commission of New Orleans will receive proposals for an issue of $500,000 in 5 per cent. bonds until June 21. R. M. Wamsley, president, may be addressed at Room 20, City Hall.

The issue of bonds to be sold by the city of Goldsboro, N. C., amounts to $30,000, and will bear interest at the rate of 6 per cent. Proposals will be received until July 5. D. J. Broadhurst is city clerk.

Dividends and Interest.

The Caraleigh Phosphate Co., of Raleigh, N. C., has declared a dividend of 6 per cent.

The Prytania Street Market Co., of New Orleans, La., has declared a dividend of 10 per cent.

The Houston County Oil Manufacturing Co. has declared an annual dividend of 25 per cent. The company is located at Crockett, Texas.

The semi-annual dividend of 3 per cent. on the paid-up stock of the Alabama Home Building and Loan Association will be paid on July 1.

A dividend of fifty cents a share has been declared on the stock of the Canton Company of Baltimore, payable June 25. At the annual meeting of the stockholders of the company the board of directors re-elected the following officers: President, Walter B. Brooks; vice-president, Alexander Brown; secretary, W. W. Janney; treasurer, Stuart Kearney.

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Financial Notes.

Mr. John H. Blake has been unanimously elected president of the Guardian Trust & Deposit Co., of Baltimore, to succeed Mr. Edward Stabler, Jr., resigned.

J. Stites has been elected president of the Fidelity Trust & Safety Vault Co. of Louisville, Ky.; J. W. Barr, Jr., and J. T. Malone, vice-presidents, and J. C. Nathan, secretary.

A number of foreign insurance companies have determined to do business in Arkansas, and will establish agencies in that State. Among them are Svea Insurance Co., of Sweden; Helvetia Insurance Co., of Switzerland; the Beloise Insurance Co., of Switzerland, and the Netherlands Insurance Co., of Holland.

Convention National Educational Association, Washington, D. C.—Reduced Rates via Pennsylvania Railroad.

For the National Educational Association Convention to be held at Washington, D. C., July 7 to 12, the Pennsylvania Railroad Co. will sell excursion tickets from points on its line to Washington and return at rate of single fare for the round trip plus $2 membership fee. These tickets will be sold on, and good going, July 4 to 7, and good to return leaving Washington July 8 to 15, when stamped by joint agent at Washington. By depositing ticket with joint agent on or before July 12 and on payment of fifty cents the return limit may be extended to August 31. Tickets for side trips from Washington to Gettysburg, Richmond, Old Point Comfort and Southern battlefields will be on sale at the ticket offices of the Pennsylvania Railroad Co. in Washington during the continuance of the convention. †

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It is bound in a handsome and striking cover, in colors, and contains several maps, presenting the exact routes over which tickets are sold. It is also profusely illustrated with fine half-tone cuts of scenery at the various resorts and along the lines of the Pennsylvania Railroad.

On and after June 1 it may be procured at any Pennsylvania Railroad ticket office at the nominal price of ten cents, or, upon application to the general office, Broad Street Station, by mail for twenty cents. †

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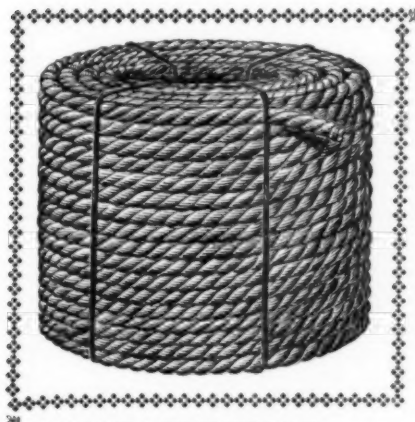

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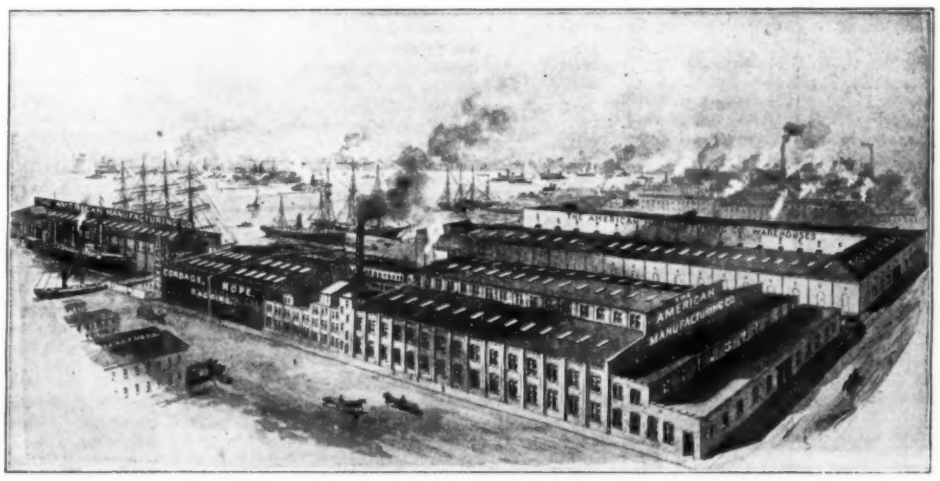

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Ex-Vice-President of the United States.
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Of Messrs. Swayne & Swayne, Counsellors-at-Law.
Hon. W. L. TRENHOLM,
Former Comptroller of the Currency of the U. S.

Mercantile Trust & Deposit Co.

OF BALTIMORE.

Paid-up Capital, $1,000,000.
Surplus, $1,000,000.

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On which interest is allowed, governed by current rates obtainable.

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This company is a *Legal Depository* for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.

Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

ACTS as Trustee of Mortgages of Corporations and accepts Transfer Agency and Registry of Stocks.

Safe Deposit Boxes for Rent.

Vaults supplied for Storage of Silver Chests, etc.

JOHN GILL, of R., President.

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Ads. marked thus * appear every other week.

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Ads. marked thus ‖ appear in second issue of each month.

Ads. marked thus ‡ not in this issue.

PROPOSALS.

ATTENTION, IRON-VAULT MEN.—Sealed proposals for making the Chancery Clerk's Office in Port Gibson, Miss., fire proof, according to plan and specifications on file, will be received and acted upon by the Board of Supervisors of Claiborne County, on the 4th day of July, 1898. A. K. JONES, Clerk.

SEALED PROPOSALS will be received by the City of Goldsborough, N. C., until July 5th, 1898, for a part or the whole issue of $30,000 30 year 6 per cent. bonds, to be issued to build a system of sewerage for said city. For further information address D. J. BROADHURST, City Clerk.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., June 13, 1898.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 9th day of July, 1898, and then opened, for the construction, (except heating apparatus) of the U. S. Post Office building at Pottsville, Pa., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Postmaster at Pottsville, Pa. JAMES KNOX TAYLOR, Supervising Architect.

RECEIVER'S SALE.

By virtue of an order granted by Hon. J. H. Lumpkin, judge of the Superior Court of Fulton County, on June 3, 1898, in the case of George S. Brown vs. Brown & King Supply Company, I will receive sealed bids up to 9 o'clock A. M. June, 25th instant, for all the assets of said company, both as a whole and in lots. The assets will be divided into lots, as follows: Belting, hose packing, etc.; cotton mill supplies, machinery, tools, etc.; plumbers' supplies, miscellaneous book accounts, store fixtures. And separate bids for each lot, as well as for the assets as a whole, will be received.

Copies of invoice of each lot can be had on application to me. Terms cash.

The court reserves the right to reject any or all bids. GEORGE S. BROWN, Receiver.

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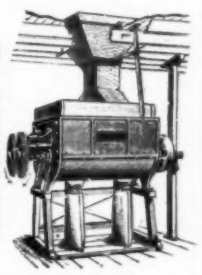

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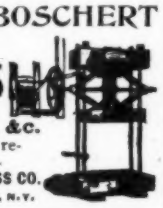

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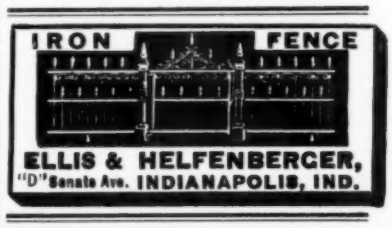

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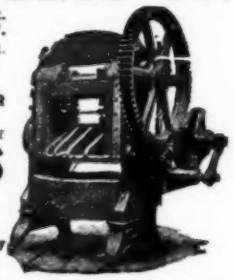

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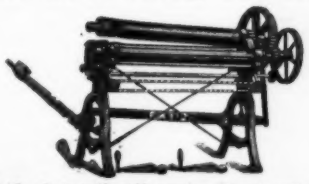

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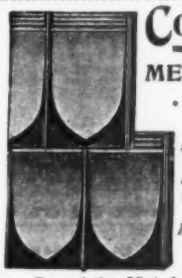

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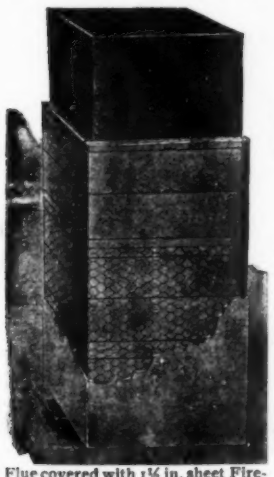

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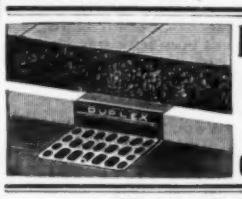

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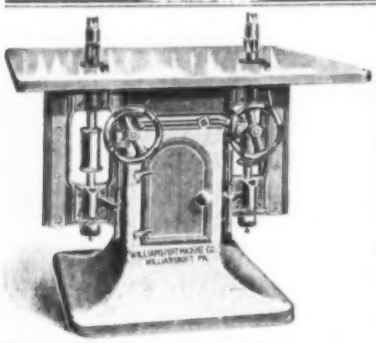

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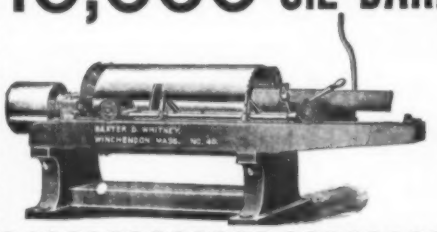

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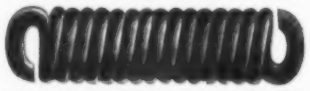

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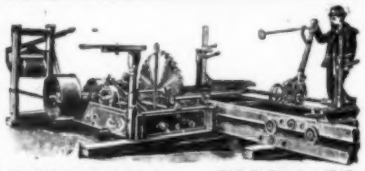

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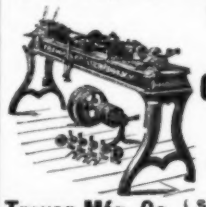

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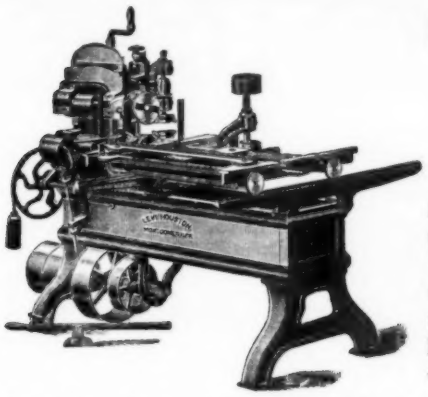

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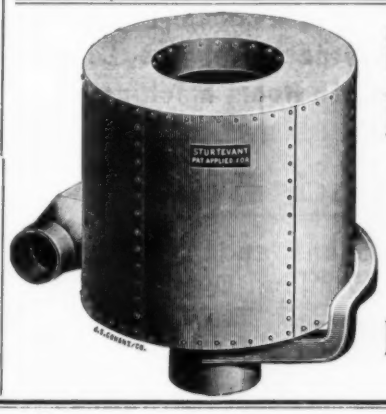

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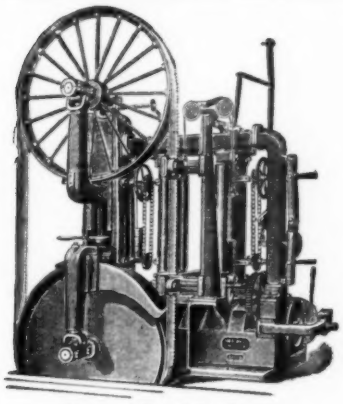

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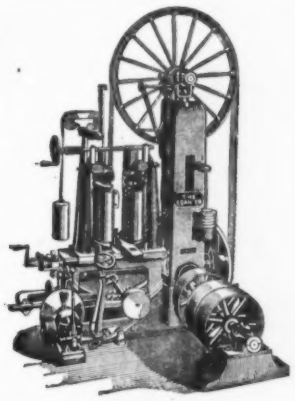

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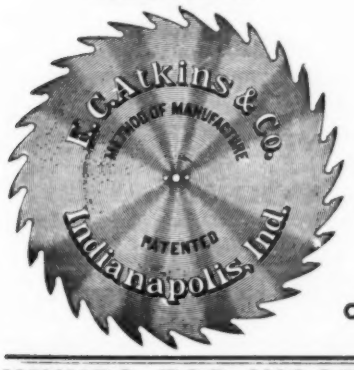

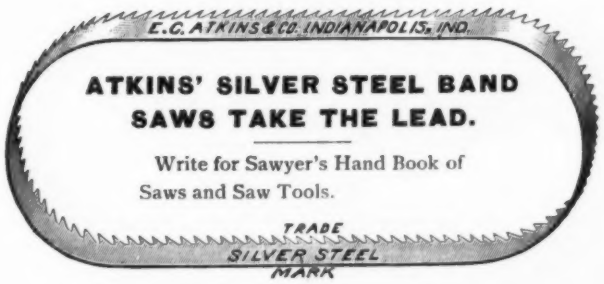

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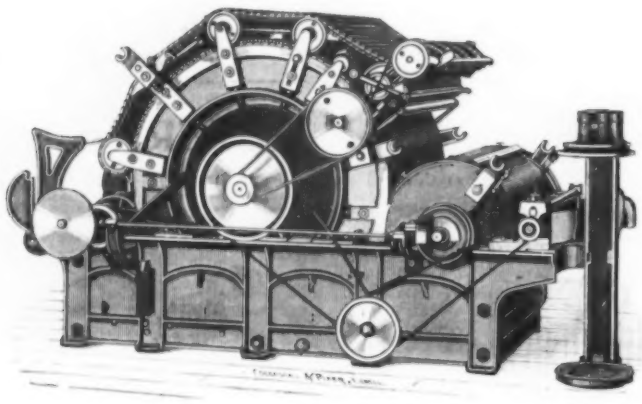

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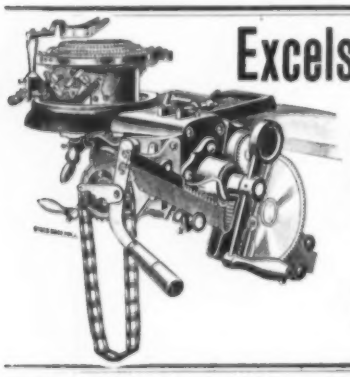

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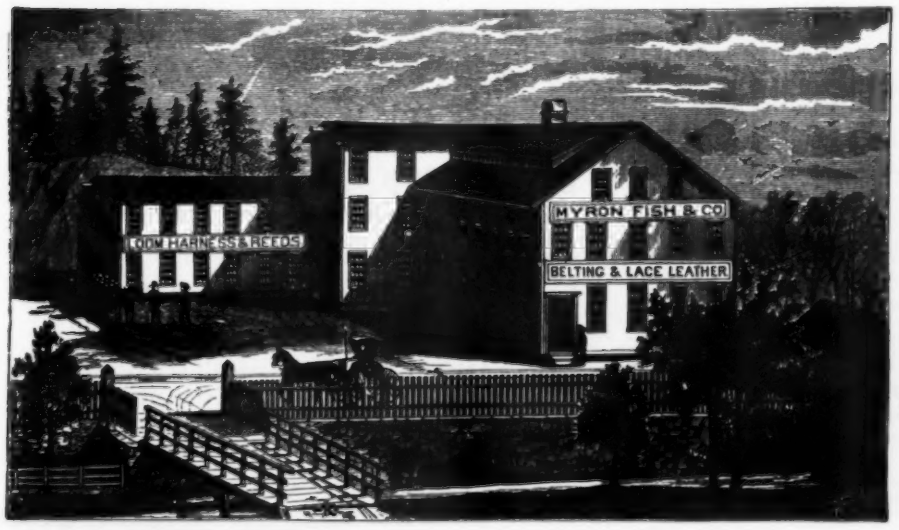

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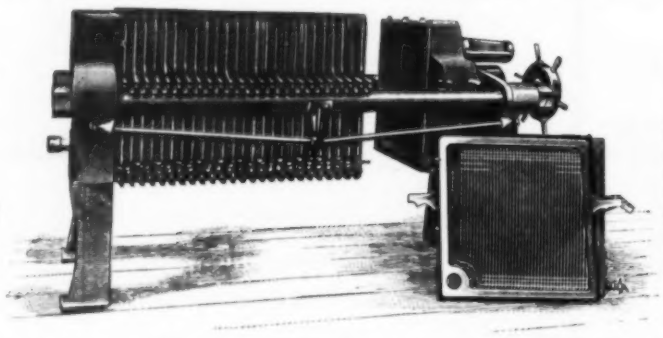

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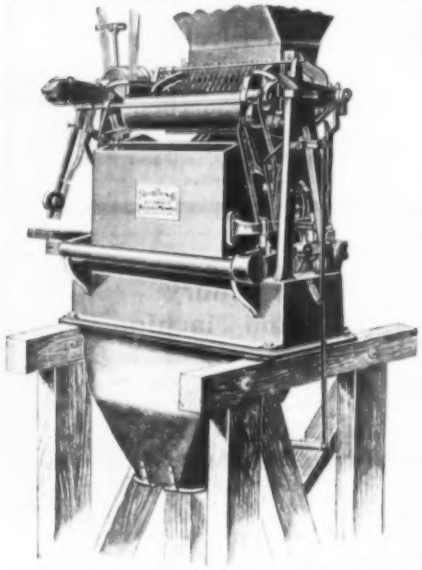

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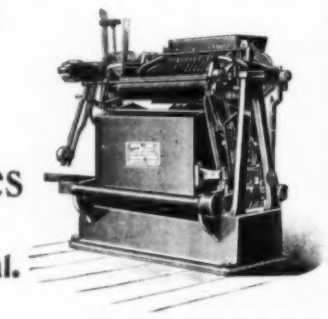

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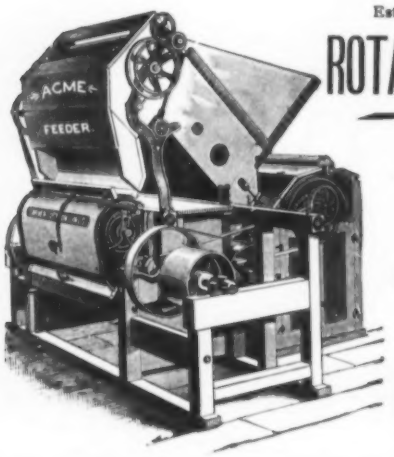

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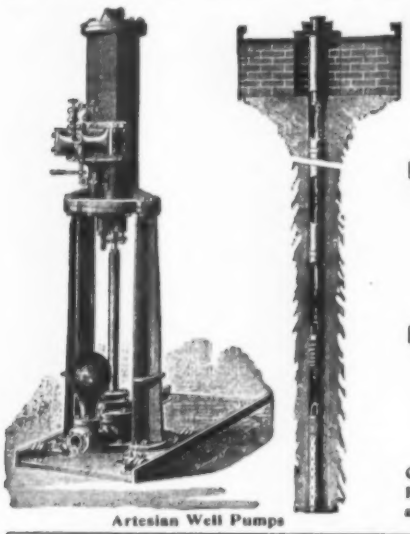

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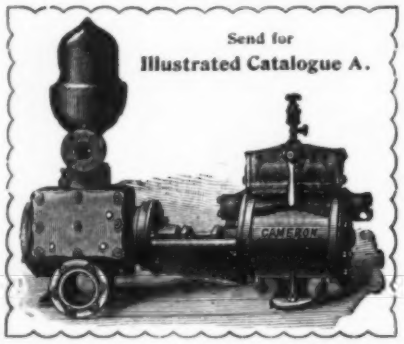

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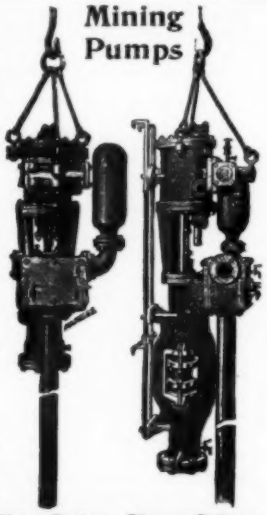

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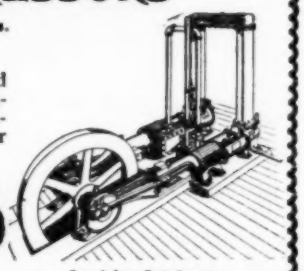

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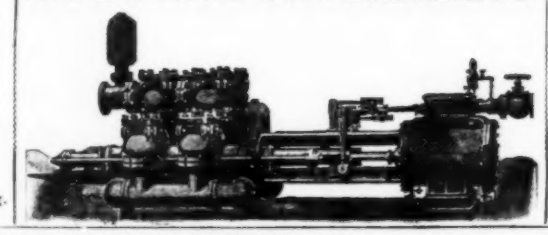

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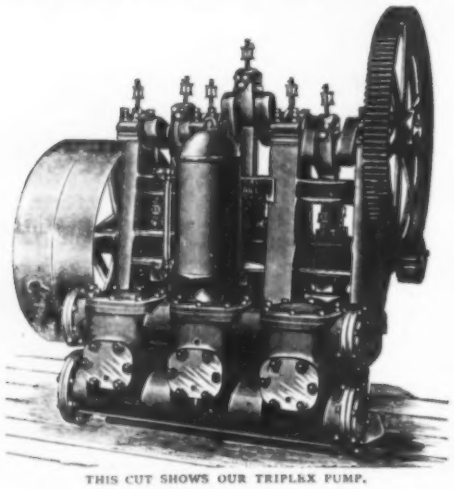

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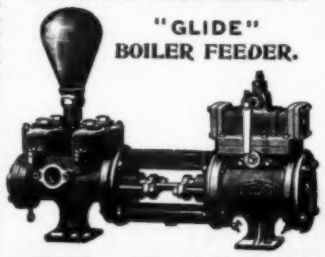

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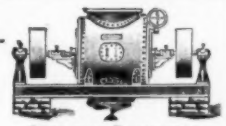

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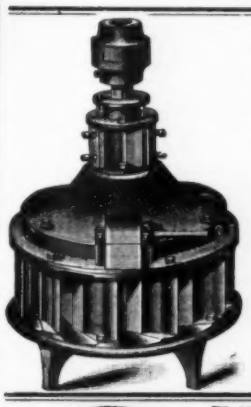

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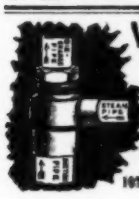

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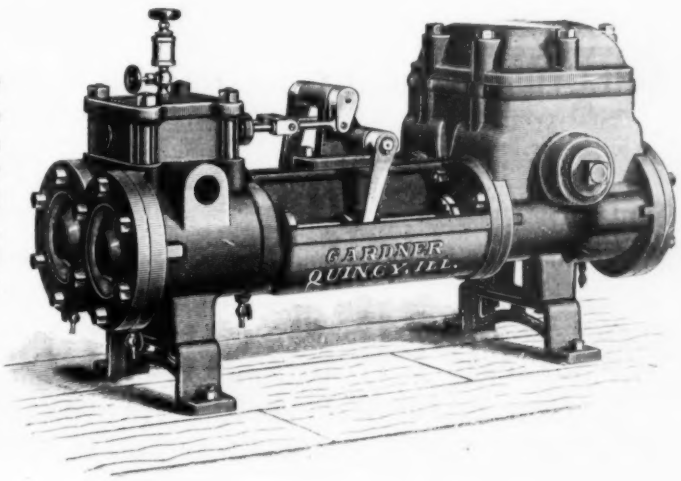

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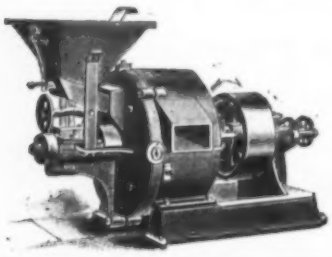

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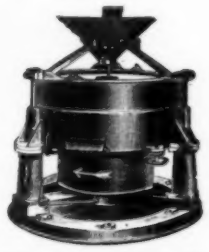

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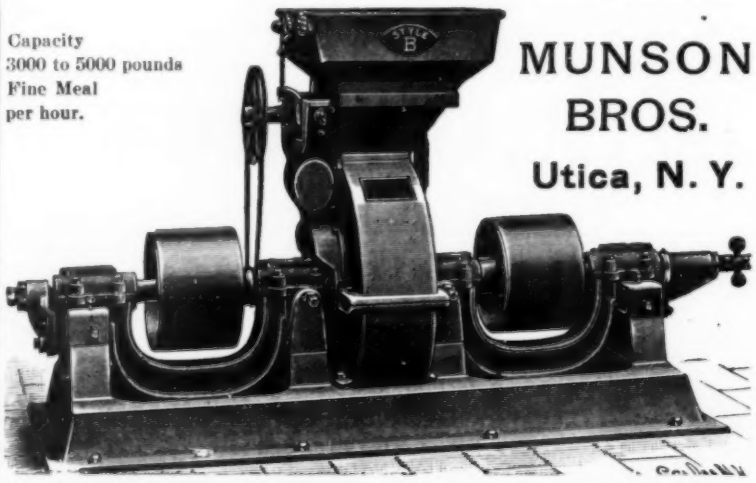

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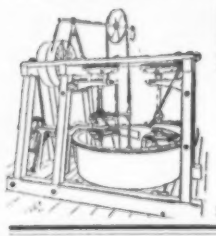

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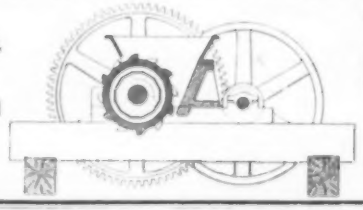

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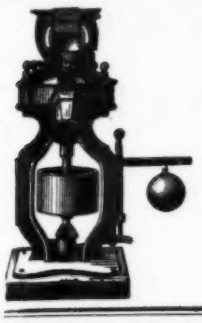

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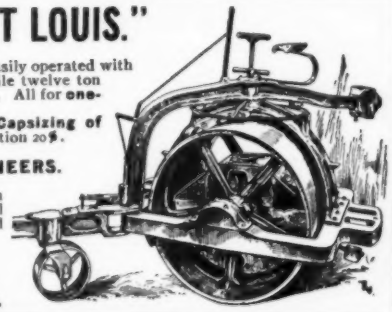

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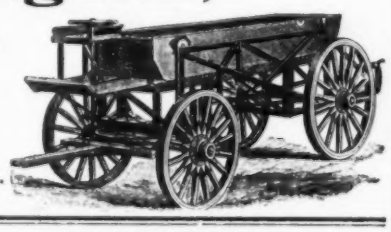

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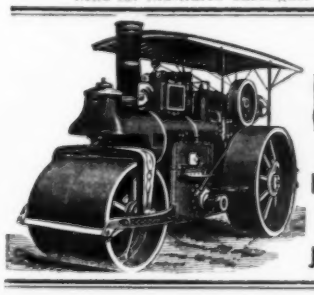

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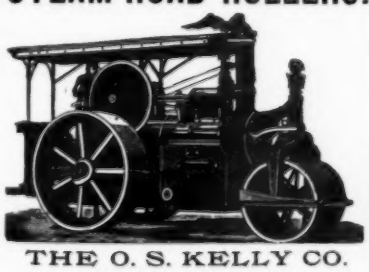

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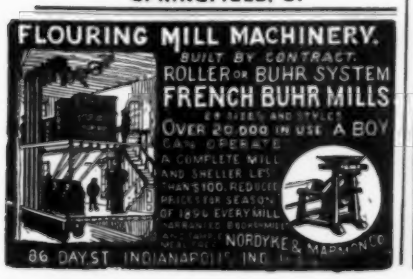

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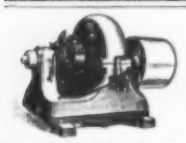

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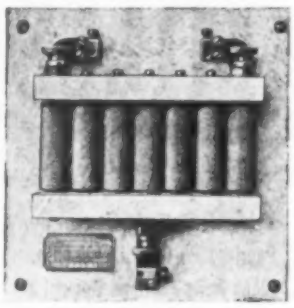

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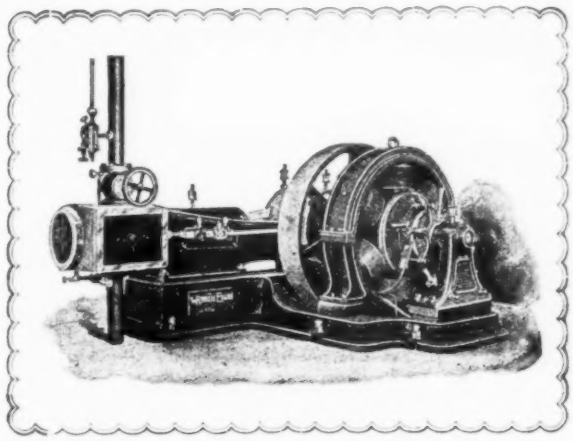

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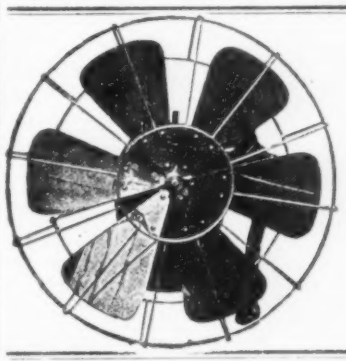

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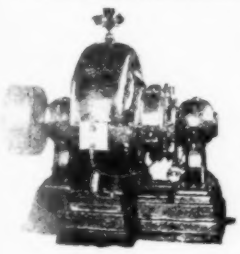

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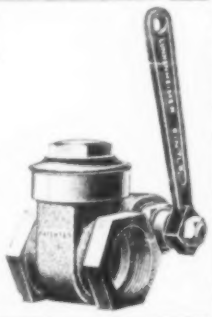

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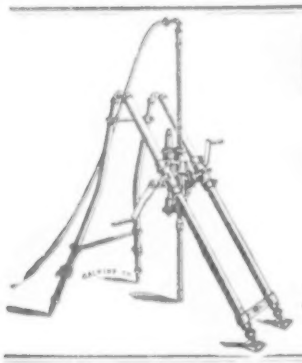

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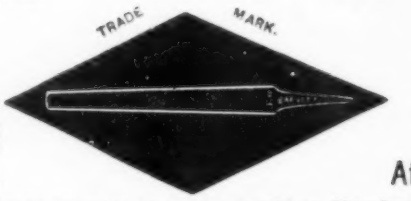

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